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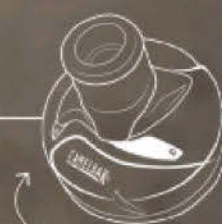
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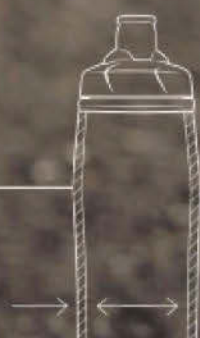


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Triathlon PLUS Welcome

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“ Chatting to Jodie Stimpson for this issue was a total pleasure. Not only is she fun, enthusiastic and hardworking, she’s just like us in that she struggles to fuel herself properly.

It’s a familiar balancing act of not wanting to gain weight as that makes competition harder but needing to be strong enough to climb hills and stay buoyant in the water. It’s a fine line, but while Jodie has a personal nutritionist on hand to help, we’re not all so lucky. That’s why in this issue we’ve spoken to experts to reveal exactly what you need to eat during training and how to get the most out of your body on race day (p36). Plus we take a look at how important race weight really is (TZ p11).

This issue is packed with some great training guides too. Coach Phil Mosley explains how to beat those open water swimming fears once and for all (p28) and how to make sure you don’t burn out in the weeks before your Ironman (TZ p12). Plus we show you how to tumble turn so you can get the most out of your pool sessions (TZ p4).

We’ve tested 15 men’s tri suits to an inch of their lives (p54) with some surprising results. Don’t worry ladies, we’re testing some women’s tri suits next issue.

Good luck to everyone racing and don’t forget to let us know how you do on our Facebook and Twitter pages.

”

Debbi Marco, Editor



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facebook.com/TriathlonPlus



Don't miss this month



Beat the open water
Smart strategies and training advice to make sure you swim your PB
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Eat to win
Total nutrition for your race day best and daily training routine
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Get the low down on these speedy steeds tested by our tough experts
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Clayton Payne raced the Blenheim Palace sprint in 44.29m, the fastest time of the event **Photo** Leukaemia & Lymphoma Research Blenheim Palace Triathlon

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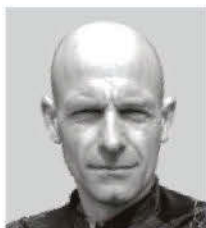
Meet the Triathlon Plus team

Get up close and personal with our team who help create a magazine packed full of news, tips and training guides.



PHIL MOSLEY

Coaching editor Phil has coached dozens of athletes to success over every distance and competes as an elite athlete himself. This issue he explains everything you need to know to race your best ever sprint distance triathlon.



GUY KESTEVEN

After years of testing metal over the pot-holed lanes of Yorkshire, our gear guru at large must have been relieved to see the introduction of carbon fibre as a mainstay of bike manufacture. There's barely a bike saddle he hasn't ridden.



AMY KILPIN

Our columnist Amy is an age group long distance triathlete and a world champion qualifier in both ITU and WTC racing. She documents her journey from non-triathlete to triathlon success in both her Triathlon Plus column and on her website, amykilpin.co.uk.



GILL CUMMINGS-BELL BA (HONS) MSc PGCE MBA

Gill is an exercise and nutrition scientist who specialises in sports nutrition management for training, performance, recovery and body weight management. Gill has been a fitness professionals' education consultant and international presenter on nutrition for more than 30 years. Gill leads the field of research in nutrition, exercise and teacher training in the UK. Find out more at drummondclinic.co.uk



STEVE TREW

A leading triathlon coach and commentator, Steve has been in the game forever. You've probably heard his dulcet tones commenting on televised triathlons. You can reach him for coaching advice and details of his training camps at trew@personalbest.demon.co.uk.



FIONA DUFFY

News editor Fiona started running 15 years ago but after seven marathons (and constant injury) she switched to triathlon and has managed to remain pain-free. She's completed various distances, including a half Ironman and overcome a terror of clip-in shoes and open water in the process. She dreams of hearing the words: "Fiona Duffy – you're an Ironman."

Triathlon **PLUS**

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Alex with wife Donna, Harrison (right) and William

I'M AN IRONMAN... AND SO IS MY DAD

MEET ALEX AND HARRISON SMITH, THE FATHER AND SON TEAM PUSHING THE PHYSICAL LIMITS OF TRIATHLON

AN IRONMAN distance race is hard enough. But imagine completing the epic journey while towing, pulling and pushing another person every inch of the way?

For four years devoted dad of two Alex Smith, 39, of Cobham, Surrey, has dreamed of taking his nine-year-old son, Harrison, who has the incurable condition Duchenne Muscular Dystrophy on an Ironman journey. And this summer, after meticulous planning, he managed it, pushing his son across the finish

line of Challenge Denmark on 13 June.

Alex already has two long distance medals under his belt, Ironman Barcelona in 2013 and Challenge Weymouth last summer. So just how much harder was it with his son in tow?

"Very hard!" he says. "You are dragging the equivalent of 50kg every step of the way. "For training, I'd fill a rucksack with dumbbells and strap it to the buggy we had specially adapted for triathlon.

"Although he is lighter in the water, the

effect of pulling the boat is the equivalent of pulling 80kg. Then with the buggy for the bike and run it's like the weight is constantly trying to pull you back."

Alex and Harrison crossed the finish line in 15 hours, 36 minutes and 29 seconds, but the journey was far from easy.

"We had torrential rain for a lot of the run," says Alex. "We had to change his shoes and socks a number of times and get him warmed up with foil blankets. But then the weather changed and he cheered up.



"I hit my own wall at the start of the marathon. Every single step was sheer bloody-mindedness."

So what made Alex take on such a feat? "Because I can, and Harrison can't," he says simply.

Duchenne Muscular Dystrophy is the most common fatal genetic disorder to affect children. "If you've got it, you can't produce dystrophin, a protein you need to build up your muscles," says Alex. "As a result, every muscle in the body deteriorates. At the moment there is no cure. Most sufferers die in their late teens or early 20s."

"I wanted him to feel the elation of achieving

something epic. I feel it every time I do these races. I want him to feel the wind in his hair, hear the sounds of the other athletes around him in the water and the crowds screaming."

Alex is raising money for Harrison's Fund, the charity he and wife Donna, also 39, founded in January 2012, shortly after Harrison's diagnosis.

"We want to make sure we save this generation of children."

To make a donation log onto: Justgiving.com/greatest/ironman

For more information on the charity visit harrisonsfund.com

TRI TRICK

PEDAL POWER

Thinking of upgrading your pedals to cleats? Practise clipping in and out on a turbo trainer first and wear cycle leggings rather than shorts to prevent bad grazes if you do take a tumble. If you're only doing short distances consider going for mountain bike type shoes. They're much easier to walk in and you can clip in on either side of the "pedal". Plus they're easier to clip in and out of. For longer distances, you'll need road bike type shoes where the cleat is outside the shoe. Your foot is much more stable and doesn't move about so much, but be warned - walking in them is like walking on ice!

> TRI LIVERPOOL HOSTS THE BRITISH TRIATHLON CHAMPIONSHIPS ON SUN 26 JULY

NEWS IN BRIEF

BIG NEWS MADE SMALL

2016 WORLD SERIES CALENDAR

The ITU has announced the calendar for the 2016 World Triathlon Series, with two cities debuting for the first time. Abu Dhabi once again kicks off the series in March before it moves to the Gold Coast Australia in April. The series then moves to Yokohama, Leeds (11-12 June), Stockholm, Hamburg, Edmonton (Canada) before the grand finale in Cozumel, Mexico.

For the latest news visit triathlon.org

A TASTE OF ITALY... IN IRELAND

More than 3,200 cyclists descended on Belfast for the inaugural Gran Fondo Giro d'Italia Northern Ireland on 20 and 21 June.

Former Irish international star and local boy Mark Kane won the 173km Gran Fondo event just ahead of his brother, Paul. In the 58km Strangford route, Chris McKeown from Greenisland took victory despite having to fix his chain half way through the race. The sportive will be held in Belfast for the next two years.

TRI BY TORCHLIGHT

The glittering Challenge Bahrain is on 20 November. The race doubles as the grand finale of the Nasser Bin Hamad Triple Crown. It is also the world's largest half distance night triathlon.

The swim starts as the sun sets over the picturesque Bahrain skyline and athletes complete the bike and run in the dark along a well-lit route. Visit challenge-bahrain.com

NEWS

GOLDEN GIRL GOSSAGE

THE FOUR TIMES IRONMAN CHAMPION HAS BEEN A REGULAR ON THE PODIUM FOR THE LAST TWO YEARS AND IS UNSTOPPABLE



Words: Fiona Duffy Photo: Castle Triathlon Series/Colin Baldwin

WE CAN'T help but notice Lucy Gossage is enjoying something of a Midas Touch at the moment scooping gold or silver in every race she's entered recently (apart from a low point at the Ironman World Championships in Hawaii last year when a dodgy Achilles left her walking tearfully).

Afterwards, she described how the experience had put 'a fire in my belly' for 2015 and vowed: 'I'll be back!'

The cancer doctor, currently on a two year sabbatical, has been true to her word. Fresh from her win at the inaugural Ironman 70.3 Staffordshire in June she successfully defended her course record at the Gauntlet (part of the Castle Triathlon series) in Cheshire, just two weeks later.

Her run of success is all the more astonishing because she only entered an Ironman race,

10 years ago, as a result of a drunken dare in a nightclub one New Year's Eve.

"Looking back I had absolutely no idea what I had let myself in for," she recalls. "I found a free training plan on the internet and did every single session on my own without an ipod. All this was intermingled with night shifts, my final post-graduate exam and job applications.

"I did nearly all of my long runs hungover and all my friends thought I was utterly mad. Crossing that finish line I was completely elated. I had achieved the impossible, and loved it. Job done! In fact I ended up winning my age group and qualifying for Hawaii, something I only realised when I was looking at the results online at work the next day."

Lucy, 36, has since moved up the ranks from novice to

age grouper to professional athlete. "I never planned to become a triathlete but am enjoying where life is taking me," she says. "I've won four Iron distance races (Barcelona 2012, UK and Wales 2013, Lanzarote 2014) and in 2014 was one of 35 women to qualify for the Ironman world championships as a professional," she says.

Lucy has also joined a small, select group of female athletes who have finished a long-distance triathlon in less than nine hours. "It was a complete 'pinch me' moment," Lucy says. In 2013 she was voted Long Distance Triathlete of the year by British Triathlon.

With at least one more year of training and competing full time before returning to her groundbreaking work who knows what this popular athlete is capable of achieving.

> **TRI LIVERPOOL** HOSTS THE BRITISH TRIATHLON CHAMPIONSHIPS ON 26 JULY

NEWS

DEFLATED DREAMS

WE CAN ALL LEARN FROM JONNY BROWNLEE'S PUNCTURE AT THE WORLD SERIES RACE IN HYDE PARK



Jonny congratulates his brother Alistair, who took first place.

Words Fiona Duffy Photo Janos Schmidt/ITU

A PUNCTURE in a race is the stuff of nightmares. And, as Jonny Brownlee demonstrated in the World Series race at Hyde Park in June, even elites are vulnerable.

We caught up with Jonny to find out exactly what went happened in the race he started with such high hopes only to finish in 42nd place.

"It was just a dodgy valve," he said. "I got out of the swim, it was one of my best ever swims in Hyde Park, and I ran to my bike and someone was standing there shouting 'you've got a puncture'.

We changed the wheel but I lost a lot of time."

Although Jonny uses the term 'we' race officials stress that even the top elites must deal with their own mechanical issues.

Sarah Taylor, technical

delegate for this year's ITU World Cross Tri Championships explains: "According to ITU rules, the athlete can have the wheel passed to them by the official but must fit it themselves to ensure any mechanical issue is down to the athlete."

Unfortunately things continued to go wrong.

"The wheel was catching the whole way around on the brakes, and the race was gone from there," Jonny said post-race.

Race official Sarah explains this scenario is why the rules are there: "In Jonny's case the wheel wasn't put on properly and rubbed on the brake. As Jonny fitted it then he has no one else to blame.

"An athlete can borrow equipment from another athlete to help them but both must finish

the race. If they don't then both are disqualified to stop an athlete jeopardising his race to help a team mate."

After the race, Jonny set about finding the cause of the calamity. "I went straight to the wheel stop. The mechanic pumped it up and it was fine, but then he pumped it up again and it went down. The valve was a bit dodgy and leaks air occasionally. There was nothing I could do."

However, he's hopeful that the rest of this year's series goes to plan. "I've raced the World Series for a few years now and have had a lot of good luck. So hopefully all my bad luck has come out in one race."

**Make sure you avoid any similar disasters by checking out our bike maintenance feature on P16 of Training Zone.*

TRI TRICK

COMPUTER COACH

It's not always feasible to join a club or pay out for a personal tri coach but that doesn't mean you can't benefit from some personalised training.

The customisable running and triathlon online training system, gocoach! has just launched an English language version, with a four week free trial period.

The online service is ideal for any level triathlete and uses algorithms to create tailor-made weekly training plans using your personal training routes and heart-rate ranges, a handy training log and customisable stats plus personal interaction and support from real coaches on hand. Prices start from £12 per month. Visit www.go-coach.com

> **IRONMAN 70.3 STAFFS TO BECOME A FIXTURE ON THE RACING CALENDAR**

TRI TRICK TIPPING POINT

Scientists have discovered that simply shifting the angle of the bench while doing bench presses could make pectoral muscles work harder.

Experts asked 14 fit, resistance trained, young men to perform a free-weight barbell bench press while horizontal, then tipped at 30, 45, and 15 degree angles.

The greatest muscle activation was recorded when the bench press was performed at an incline of 30 degrees, working both the upper and lower pectoralis major.

It's important to ensure correct form, keeping elbows close to the body, and to have someone "spotting" (ready to take the weight if it gets too heavy).

NEWS

DON'T WAIT FOR THE RASH

IRONMAN ENFYS JONES THOUGHT SHE WAS TOO FIT AND HEALTHY TO FALL ILL, UNTIL SHE WAS STRUCK DOWN WITH MENINGITIS



SPOT THE SIGNS EARLY: fever, headache, nausea, vomiting and muscle pain
SPECIFIC SYMPTOMS: fever with cold hands and feet, drowsiness, confusion, pale blotchy skin, stiff neck, dislike of bright lights; rash that doesn't fade with pressure

Enfys at the Toronto Marathon 2013

WHEN ENFYS Jones felt unwell after a summer picnic, she put it down to sunstroke. After all, Enfys, now 36, was usually fighting fit. The keen triathlete was in training for her second Ironman in which she hoped to win a slot at the World Championships in Kona.

But she spent the night in May 2012 sweating profusely, rushing to the bathroom with diarrhoea and feeling increasingly confused. By 7am, she had deteriorated so much her partner, Cari, called an ambulance. Shortly after arriving in A&E, a mottled rash was creeping across her skin.

Enfys spent the next six weeks in a medically induced coma battling meningitis, total organ failure, pneumonia, and meningococcal septicaemia.

When she eventually came

around she was three stone lighter and covered in burn-like sores from the septicaemia. Despite attempts to save her necrotic, blackened fingers doctors eventually had to amputate all the digits on her right hand and three finger tips on her left.

Although she needed physiotherapy just to sit up in bed, Enfys was determined to regain her fitness.

Sadly her hand injuries and weakened lungs make racing triathlon difficult but she still swims, cycles and run six days a week, and last year completed the Toronto marathon in under 3.30 hours.

"I'm lucky to be alive," she says. "People need to be aware of the other symptoms.

The rash is the first thing people look out for, but it's one

of the last symptoms to present."

Sue Davie, chief executive of the charity Meningitis Now, agrees. "It's vital people know the signs and symptoms, trust their instincts and seek urgent medical attention to protect themselves and their loved ones

"It's not just babies and children who get meningitis. It can affect anyone, of any age or level of fitness at any time.

"Our advice is always don't wait for a rash, this can be a late sign and may not appear at all. If you suspect meningitis or septicaemia, trust your instincts and get immediate medical help."

The charity urges everyone to carry in the wallet a free card of signs and symptoms, or download a free phone app. Visit meningitisnow.org for further details.

> THE NEXT OTILLO UK SPRINT SERIES IS AT ETON DORNEY 19 JULY AND 27 SEPT

ON A
ROLL

SECRETS OF SUCCESS

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TRICK

FIND YOUR FOCUS



Sian Rainsley, right, with team-mates at the Youth Olympic Games last year.

SIAN RAINSLEY

FROM THE AGE OF SEVEN SIAN RAINSLEY HAS DREAMED OF WEARING THE TEAM GB VEST. NOW 18, SHE'S ONE OF ITS BRIGHTEST STARS...



SIAN RAINSLEY

Age 18 **Job** Sport and Exercise Science student at Leeds University **Career Highlights** English Schools and National 1500m champion; representing England Junior girls at cross country in 2011; Selected for the Dame Kelly Holmes On Camp With Kelly programme in 2011; Silver team relay medal at Nanjing Youth Olympic Games 2014; silver medal at 2014 Alanya ETU Triathlon Junior European Cup 2014

I'VE COME a long way from the days of turning up to junior races on an old mountain bike with my kit in a Tesco carrier bag.

Ever since I was a little girl it's been my aim to get my Team GB colours. It's such an honour to wear the kit especially when you are bringing home medals.

I'm from a sporting family, my dad and grandad are runners and my grandma started taking me swimming when I was just six months old.

I was in local swimming and running clubs from a young age, and at seven

I won the Warwickshire Aquathlon. At 10 I joined the West Midlands Triathlon Academy. The training was hard. Getting up at 4.20am three times a week wasn't great, but you get such a good feeling during the session and it's great once it's done.

Last year I won a silver medal competing for Team Europe in the Mixed Team Relay event at the Nanjing Youth Olympic Games in China and I've also won medals in European Championship relay events.

I've just finished my A levels and even my choice

of university, to study sport and exercise science, is based around triathlon. I've chosen Leeds University and, hopefully, I can knuckle down in the girls' squad with triathletes like Non Stanford and Vicky Holland.

This year I'm aiming for the junior World Championships in Chicago in September. My ultimate aim is to get to the Olympics one day but I just want to be the best triathlete I can be. Simply getting to the World Series and representing my country for as long as possible would be just as satisfying.

Psychology experts discovered a short-term target while working out can improve speed, boost motivation and make exercise seem easier.

The study focused on the effects of "attentional narrowing" focusing on an object up ahead as opposed to letting your attention wander. Participants walking with ankle weights were asked either to look ahead to a traffic cone which marked the finish or look at their surroundings.

Those focusing on the cones perceived them to be 28 per cent closer than the other group and reported the test required less physical exertion.

Speed up your training or race by picking an object in the distance to focus on and you'll get there quicker.

TRI TRICK

BEETROOT BOOST

Beetroot is the latest superfood to get athletes all abuzz because of its high nitrate content. The dietary nitrate is thought to interact with enzymes in saliva to generate nitric oxide in the blood system, which increases the flow of blood and oxygen to the muscles, boosting strength and endurance. Research from Exeter University shows that between 400mg and 800mg of nitrate can be taken one to 12 hours before an activity. To save yourself peeling bags of beets, BEET IT has introduced a 100% super concentrated beetroot juice, which contains 3000mg of dietary nitrate per 250ml bottle. Available at beet-it.com from £5.99.

RACE THIS

THE BEST PLACES TO TEST YOURSELF

DETAILS

What The Brownlee Triathlon
Where Harewood House, Leeds
When 26 September 2015



THE BROWNLEE TRIATHLON

A CHANCE TO MEET AND COMPETE SIDE BY SIDE WITH THE BROWNLEE BROTHERS

IN SEPTEMBER there's a chance to race alongside the Brownlee brothers, Jonny and Alistair in their own race, which is now in its third year.

And they're pulling out all the stops to make sure this year's Brownlee Tri, at Harewood House, Leeds, is the best yet.

"We've made it a better venue," Jonny said. "We've got a pontoon start now. Last time, you had to walk into the middle and it dredged up a bit of silt from the bottom. "And there aren't as many sharp hills on the run course. It's a beautiful run course, quite fast. I live about five miles from Harewood House and do my long runs around there on those tracks in the summer."

With the cycle route following the same roads as the Tour de France

Grand Depart last summer, competitors will be following in the tracks of some iconic sporting names.

Organisers call it a challenging and fun route with some climbs and descents. It takes place almost all within the estate grounds with the finish line in front of the iconic Grade 1 listed Harewood House.

The Brownlees will compete in the race. "We're not sure if we'll do the whole tri like we did in the first year," says Jonny. "Last year we just did the swim but we'll definitely be there."

The Brownlee Tri offers Sprint and Super Sprint distances for individuals, and a Sprint or Corporate Challenge relay for teams. Fees from £36 to £90. For information go to brownleetri.com

THEY SAY...

Jonathan Brownlee, Commonwealth and Olympic champion says:

"This is a great race for beginners. Last year, for over a third of entrants, it was their first tri. There's a friendly atmosphere, it's not too big or daunting and the distances aren't too far. There are quite a lot of kids events and we spend a lot of hours signing autographs and smiling. It's always great to see people enjoying triathlon and it's nice people want an autograph or picture with us!"





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ROAD CYCLING JERSEYS

IT'S FINALLY WARM ENOUGH TO HIT THE ROAD IN STYLE, SO TO MAKE SURE YOU STAY COOL IN THE SADDLE WE TESTED SIX LEADING BRAND CYCLE JERSEYS



1 FAST FORWARD JERSEY £53 paligap.cc

The slender cut is designed for racing snakes as it's both aero-fitting and short, although good hem grippers keep it in place. There's an internal rear pocket for a race radio (it would double as an MP3). Up close the fabric is a honeycomb-like structure with only the thinnest of mesh covering thousands of small holes, which means it'll keep you cool when your temperature soars – just remember to zip it up before you cross the finish line, arms aloft in a victory salute.

OVERALL ■ ■ ■ ■ ■



2 DHB BLOK MESO JERSEY £39.99 wiggles.co.uk

Targeted squarely at the sportive rider, the Blok Meso jersey boasts three deep, open pockets and a fourth zipped pocket for phone, cards or keys. It's a longer and looser fit around the torso than some on test, but by no means baggy. The fabric breathes well with thousands of virtually concealed perforations, but it still offers UPF 30+ sun protection. A full-length zip offers heat-spilling flexibility and the hem grip keeps it neatly in place.

OVERALL ■ ■ ■ ■ ■



3 ALTURA PODIUM £59.99 zyro.co.uk

This jersey excelled on a sweltering 90 mile ride through the Pennines. It has a figure-hugging design and mesh stretch panels under the arms and at the base of the spine aid breathability. The elasticated sleeve cuffs work beautifully, while sticky grippers at the back keep the jersey in place. Five deep, narrow pockets at the back make it easy to organise your gubbins as well as a zipped pocket and an internal buttonhole to feed a headphone cable through.

OVERALL ■ ■ ■ ■ ■



4 ENDURA FS260 PRO-PRINTED JERSEY £64.99 endurasport.com

Three different panels serve individual purposes with mesh under the arms for breathability, Lycra in the sleeves for a non-flap fit, and a wicking fabric across the chest and back. It also has ColdBlack technology, which reflects infrared and ultraviolet UV rays to reduce the heating effect of direct sunlight as well as UPF 30+ protection. Three deep pockets hold all things essential along with a small zipped pocket.

OVERALL ■ ■ ■ ■ ■



5 POLARIS GRAN FONDO £44.99 polaris-bikewear.co.uk

The blocks of colour have eye-catching appeal and differentiate between breathable side panels under the arms and the fabric used for the front, shoulders and back. It has a generous fit so it may prove a little baggy for skinnier riders, although a broad gripper tape at the hem keeps it securely anchored. Three deep pockets plus a phone-sized zip pocket and reflective detailing add to its appeal, while a full-length flap keeps the zip away from the skin for comfort.

OVERALL ■ ■ ■ ■ ■



6 PEARL IZUMI ELITE £69.99 madison.co.uk

There's a lovely stretch to the silky fabric on the chest and back of this jersey, which makes it extremely comfortable against the skin. The stretch is only lateral, stopping kit stowed in the rear pockets from sagging down. More importantly the close fit and Pearl Izumi's In-R-Cool fabric wicks sweat away and offers UPF 50+ protection, while long mesh panels down the side boost ventilation. Ideal for warm-weather and a sweat-proof zipped pocket keeps your coffee-stop tenner dry.

OVERALL ■ ■ ■ ■ ■

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4
RIDE
REVIEW

“The Canyon Ultimate is as solid when cornering as it is in a flat-out sprint”

CANYON ULTIMATE CF SL 9.0 AERO

1 FIRST RIDE

Punchy sums up the feeling of setting off. The bike's mid-compact, 52-36 chainset has the ideal spread of gears to ensure you're up to speed in no time and a biggest cog of 28 on the cassette allowed us to carry momentum in the big ring on an uphill drag that usually saps the legs in the first two miles. This Ultegra-equipped climber's delight proves it can cut it at speed on flat roads.

2 FAST RIDE

Keep firing gears at the ever-efficient 11-speed Ultegra set-up and you're rewarded with a seamless drive that only requires you to get out of the saddle for an uphill acceleration as the big ring is enough for most situations. Mavic's wheelset is as solid when cornering as it is in a flat-out sprint. It excels at speed, the wheels' aero profile giving the impression you can hold 23mph for hours on end.

3 HILLY RIDE

The bike isn't hampered by the deep-section wheels and they're light enough for swift progress on our local climbs. The wide spread of gears afforded by the 11-28 cassette is enough to keep powering up rises approaching 20 per cent gradients, out of the saddle and on the drops. On longer climbs, it's a matter of putting it in the little ring and plugging away with 35-28 a small enough gear for the Alps.

4 LONG RIDE

Despite its compact geometry (the wheelbase on our size S is a racy 973mm), it doesn't feel too twitchy in fast corners. It's sprightly, yet settled and four-hour rides become a threading together of downhill sweepers and lengthy climbs. Aided by pencil-thin seatstays and Fizik's excellent Antares saddle, all-day comfort isn't an issue. If you only have the budget for one bike, training and racing, this should be on your list.

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Gears Shimano Ultegra 52-36, 11-speed (11-28)
Brakes Shimano Ultegra
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BRAND NEW BIKES PUT THROUGH THEIR PACES



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RACE



INGREDIENTS

Serves 2
(or one very hungry person)

Ingredients:

100g spelt flour
Approx 100ml milk
1 egg
pinch of salt
1 ripe banana, mashed
1tsp cinnamon

METHOD

- 1 Put flour into a bowl and gently whisk to remove any lumps.
- 2 Make a hole in the bottom of the flour and crack in the egg. Whisk gradually bringing in some flour to make a paste. Slowly add the milk, keep whisking continually until you have a thick batter.
- 3 Stir in the salt, cinnamon and banana, and leave to rest for five minutes.
- 4 Heat some oil in a pan. Fry in small batches for a few minutes each side.
- 5 Serve with maple syrup or honey.

BANANA PANCAKES

HERE'S HOW TO BREAKFAST LIKE A KING, SAYS EXERCISE AND NUTRITION SCIENTIST **GILL CUMMINGS-BELL**

These banana and spelt pancakes are a great source of carbs, vitamins, minerals and fibre for empty leg triathletes. They bring a lot of goodness to the recovery from those long training hours. Bananas and spelt flour (instead of traditional wheat flours) together provide a double whammy.

Bananas are a great training food as they provide vitamins and minerals in good quantities but also potassium, which is important for the body fluid balance, bone

health and intra cellular health of an athlete. The potassium content is also suggested as being useful in the prevention of muscle cramps in athletes. A recent study showed that eating one or two bananas before an hour of exercise kept blood potassium levels higher after the training.

Spelt flour is a low glycaemic carb which has a lower gluten content than wheat flour, is high in vitamins, minerals, fibre, and is highly water soluble which makes

it easier on the digestion while still slow releasing into the blood. In a 100g portion, spelt flour provides about 5.5 mg of niacin – 5 per cent more niacin than wheat flour – which can help keep your energy metabolism high for training.

The type of carbohydrate found in spelt flour (mucopolysaccharides) also possesses anti-inflammatory properties that can aid the catabolic effects of long training on the joint structure and cartilage.

CALORIE COUNT

Amount per serving

Calories 275

Carbohydrate 46 g

Fat 5 g

Cholesterol 93 mg

Sodium 136 mg

Potassium 220 mg

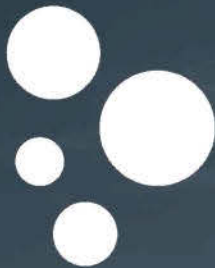
Dietary Fibre 8 g

Sugars 11 g

Protein 10 g

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WRITE IN AND WIN A LAZER TARDIZ AERO HELMET

LETTER
OF THE
MONTH

IRONGIRL - at the double

IT'S MORE THAN a year since my daughter appeared in Triathlon Plus (issue 64) talking about how, at 20, she became one of the youngest ever Ironmen after years of battling with her weight and being bullied.

Shortly after that interview she entered a gruelling event, the Brutal, in North Wales last September.

If you think Ironman is hard, the Brutal is doubly so. It's not just an extra four miles on the bike, but the last 10 miles of the run involves an ascent and descent of Snowdon.

There were times when she doubted she'd make it. Low



moments when she admitted she wanted to lie down in the dark, wet grass, and sleep. But she dug deep, gritted her teeth and crossed the finish line at 3.37am. It took 20 hours and 37 minutes and she made the cut off by just 23 minutes making her the only woman to ever finish the full event.

Her mantra is: "You never know if you are capable of getting to that finish line until you cross the line at the start". It might help other readers in those moments when we doubt our ability.

It wouldn't surprise me if her next race was a double Ironman and she's still only 22. My daughter never ceases to amaze us. We couldn't be prouder of her.

Sian Richardson
Haverfordwest
Pembroke

Editor says: What an incredible achievement at such a young age. Well done, Ella. You're truly inspirational!



Letters win prizes...

If we choose your letter as Letter of the Month you'll win a Lazer Tardiz aero helmet worth £149.99, courtesy of Madison www.madison.co.uk

GIVE A LITTLE BACK

I only took up triathlon to complete Ironman Austria with a friend in 2013 but quickly fell in love with the sport. A lot of that was due to the coaching and encouragement I received from our local club (BRAT) without which I'd never have crossed the finish line. In fact, I was so grateful and impressed that I crossed to the other side and started coaching.

After recently completing my Level 1 coaching course, I now coach swim sessions and enjoy helping others improve their performance and achieve better results.

I also volunteer at our races and events and am happy to give back



what I can to promote both the club and the sport. If we can make someone's first experience of triathlon a good one we'll actively encourage more people into it, which can only be positive.

Volunteering doesn't have to take up a lot of time. Just an hour here and there can make the world of difference and take

the pressure off the committee.

I've recently become a dad for the first time but I plan to continue working up the ranks as a volunteer. You never know, one day my daughter might want to take up triathlon. If she does, I'd love her to have the same warm welcome I did.

Carl Whale
Sutton Coldfield,
West Midlands

Editor says: We agree, Carl. It's so easy to sit back and leave the hard work to others, especially when training and competing takes up so much precious time but without volunteers in this sport we're nothing.

FROM FACEBOOK

We asked: What's your favourite post race celebration?

Kiss the ground and thank god that I'm still alive! Then eat everything in sight!
David Holliday

After Ironman Lanzarote I was in a club until 2.30am. It was the best post-race party ever!
Craig Gibson

Getting online as soon as possible to book the next race!
Paul Wright

Real ale and a hot Sunday roast.
Jon Ellis

A pair of compression tights and whatever I have been fancying to eat for the last three months - last time it was a Coke, burger and chips. (I hate Coke normally!)
Sarah Paskin

Chocolate milk.
Lee Sutton

A special treat usually involving cake and a nice eaterie. I can only do it if I finish. It keeps me going when the race is hard!
Duncan Hough

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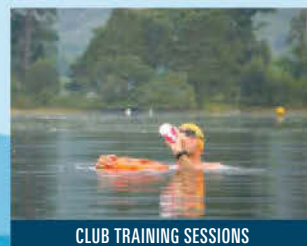
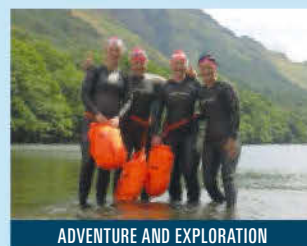
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TRIUMPH IN OPEN WATER

Words [Phil Mosley](#)

SMART STRATEGIES TO HELP YOU BANISH YOUR FEARS,
TRAIN BETTER AND RACE FASTER.

For most people the idea of racing in open water is the most scary part of doing a triathlon. Sure, we can all train ourselves to run a few miles, and riding a bike is fairly straightforward right? But open water swimming is a different kettle

of fish. Not only do you need to come to terms with the fear factor but there are also different tactics and technique points to get your head around. Thankfully, this feature provides all the know-how, training tips and psychological tricks you need to become a faster and more confident open water swimmer.



OPEN WATER



TRAIN SMART

SUCCESSFUL OPEN WATER SWIMMING IS AS MUCH ABOUT KNOW-HOW AS IT IS FITNESS. HERE'S HOW TO RACE SMARTER AND FASTER THAN EVER BEFORE.

LIFT, LOOK AND BREATHE

Good navigation is an essential skill according to triathlon coach Matt Dixon, author of *The Well-Built Triathlete*. Lift your head up and out of the water so that you can see ahead of you, as your left arm begins the recovery part of the stroke. Your mission is then to look for and see the buoy ahead of you that you are aiming for. A good tip is to think about taking a quick snapshot of whatever is in front of you and then process it as your head drops back into the water. Within one quick motion, lift, look and take a snapshot, before continuing to rotate your head to the right to breathe. If you look ahead and don't see the buoy, continue the sighting sequence until you do. In a race situation you should be sighting every sixth stroke.

DIRECT DRAFTING

Swimming directly behind another person or beside their hips has been shown to provide a 3.2 per cent boost in speed and a 10-24 per cent reduction in metabolic cost (energy). However, drafting behind other swimmers only works if they are good at navigating. Studies using GPS devices have shown that amateur triathletes are relatively poor at this skill. One example in the book *Swim Smooth* by Paul Newsome and Adam Young featured a triathlete who swam 2.33km during a 1.9km half-ironman swim which was 22 per cent too far! Newsome commented that swimming 10 per cent or more too far in a race is common.

POOL OR OPEN WATER?

It may surprise you to learn that many of the world's best open water swimmers train almost exclusively in a pool. The benefit of indoor training is the flat water, a set distance for each length and the pacing feedback you can get from the poolside clock. It's also more feasible to have a coach on the pool deck to improve your technique, plan your sessions and motivate you to swim harder. So don't feel you need to ditch the pool to become a faster triathlon swimmer. However, open water swims are a great way of improving confidence, fine-tuning your wetsuit technique and practising navigation and breathing. The important thing is to make sure these sessions are



properly structured. Don't be tempted into thinking you'll improve just by plodding up and down your local lake.

QUICK CHANGE

After a good open water swim, it's important you don't waste time with a slow transition. Stripping off your wetsuit quickly is a vital part of open water triathlon swimming. As you exit the water, remove your hat and goggles so that you can see properly. While you're jogging back to transition, start undoing your wetsuit. Keep jogging as you strip it down to your waist. Once you're back at transition, you can remove the bottom half. To make this easier apply a lubricant to your wrists and ankles before the race starts. Wetsuit manufacturers recommend you use non-petroleum based products, such as BodyGlide, £7.99, wiggle.co.uk

OPEN WATER RACE PREPARATION

Ideal For: Sprint to Olympic distance triathlons.

Where? Swimming lake or beach in your wetsuit

When? Do this a week or two before you race

WARM UP

100m BREAST easy, 200m FC easy, 20secs tread water, 200m FC breathe every 5 strokes

MAIN SET

8x100m FC at 8/10 intensity. Deep water sprint starts. 15secs rests. Sight every 10-strokes

WARM DOWN

400FC easy

FIGHT THOSE FEARS

RACING IN OPEN WATER IS A SCARY PROSPECT FOR TRIATHLETES. WE KICK FIVE OF THE MOST COMMON CONCERNS INTO TOUCH

FEAR OF THE UNKNOWN

None of us like to admit it too freely, but swimming in open water can be pretty scary at times. There's nothing to hold on to for safety and there are fish, weeds, shopping trolleys and goodness knows what else lurking beneath us. It's certainly a far cry from swimming laps in the local leisure pool. Practise is the best way to build confidence but the use of cue words can also help. These are like mantras that you repeat as you swim, such as relax, breathe, control and smooth. Repeat one of these words on each stroke to help you focus on your technique rather than losing your thoughts to external factors like fish and weeds.

THE WATER IS FREEZING

At UK triathlons you're allowed to wear a wetsuit if the water temperature is below 22 degrees celsius. However, the water at early season races is typically between 11 and 14 degrees celsius, which can feel pretty icy and unpleasant. Thankfully there are several things you can do to stay warmer. Try wearing two latex swimming hats or one latex hat and a neoprene one underneath. Then make sure you warm up in the water for at least five minutes before you race. If there's no opportunity for a warm up swim splash plenty of cold water over your face and down your wetsuit before the gun goes so the cold doesn't feel too much of a shock when you dive in.

PEOPLE WILL SWIM OVER ME

Triathlon swim starts are often described as like being stuck in a washing machine. There's white foamy water everywhere, fists, elbows and feet, and no space to move. If you're really worried about this it's important to start at the side of the swim-pack. This halves the number of swimmers around you and gives you space to move into if needed. If you want even more space, swim at a slight diagonal angle away from the pack, turn wide around the first buoy and then rejoin the pack once the swimmers are more spread out. You might end up swimming slightly further, but it's worthwhile if it quells your fear.



I HAVEN'T DONE ENOUGH TRAINING

From a safety point of view, you should make sure you can swim the race distance in a pool before you attempt it in open water on race day. Doing this a couple of weeks before will boost your confidence for race day. That said if you can swim 1km without stopping, the chances are you can swim 1.5km too. And the good thing about swimming in a wetsuit is that it provides extra buoyancy. So if you feel like you need to stop, you can flip onto your back and float for a while. If you're really struggling, raise one arm and a safety canoe should approach you and offer help.

I'LL STRUGGLE TO BREATHE

It's true that cold conditions can make you more prone to breathing issues. Fast race starts and the shock of icy water can cause you to hyperventilate, resulting in quick, shallow panic breaths. If this happens, swap to breaststroke and move away from the main pack. Eventually your breathing will return to normal. To avoid it happening in the first place you must remember to exhale properly as you swim. When the gun goes off at the beginning of a race, don't set off at break-

neck speed and don't forget to breathe. Focus on breathing out underwater as if you are sighing. If in doubt, say "bubble, bubble" underwater before you turn your head to breathe each time.

POOL WORKOUT FOR OPEN WATER RACING

Ideal For: Olympic distance triathlon.

Where? A laned 25-50m swimming pool. No wetsuit

When? Do this four weeks before you race

WARM UP

2x200m easy as (50FC, 50BACK, 50FC, 50BREAST) +10 secs rest.

MAIN SET

4x100m FC at 7/10 intensity +15 secs rests. Breathe every 3 strokes.

30secs bonus rest.

2x200m FC at 8/10 intensity +30secs rests. Breathe every 2 strokes.

45secs bonus rest.


400m FC at 7/10 intensity. Breathe every 3 strokes.

WARM DOWN

200 easy, your choice

OPEN WATER





“Learning to breath
bilaterally can help
maintain the symmetry
of your stroke”

SWITCH UP YOUR TECHNIQUE

OPEN WATER SWIMMING REQUIRES SUBTLE CHANGES TO YOUR USUAL SWIM STYLE. FOLLOW THESE TIPS AND OUR TRAINING SESSIONS TO PUT OUT A PEAK PERFORMANCE

THE LONG GAME

Like a diesel engine, you should aim to be economical and fast over long distances. Swim Smooth founder Paul Newsome says that threshold swimming forms the heart of any good open water swim training programme. "Threshold speed is a pace that is tough enough to develop your aerobic capacity but not so strong that significant recovery is required between intervals," says Newsome. "Developing your ability to swim well at this intensity is a key determinant of how well you will perform in races of 400m and longer." An example workout would be 10-15 x 100m at your approximate 1500m race pace with 15 second recoveries.

BILATERAL BREATHING

Bilateral breathing means breathing to both sides, typically every three strokes. Learning to breathe bilaterally can help you maintain the symmetry of your stroke, allowing you to swim straighter in open water. This in turn means you may not need to look up so often to sight. If you practise breathing to both sides during training it gives you the option of being able to do it on race day. It's a handy skill to have. Aside from the navigational benefit it means you can avoid facing the sun and oncoming waves.



WETSUIT WINDMILLS

Next time you're watching triathlon on the TV, check out the arm recovery style of the leading swimmers. Many of them have a relatively straight arm recovery – it looks a bit like they're wind-milling. Olympic triathlon medallists Alistair and Jonny Brownlee do this to some extent. This is because it enables them to work with their

wetsuits rather than fight against them. No matter how flexible your wetsuit is, there will be more resistance around the shoulders than when swimming without one. A relaxed, straighter arm recovery can reduce tension and fatigue in the deltoid muscles. As a bonus, this style will also give you greater arm clearance over the surface when you're swimming in rough water.

MIND OVER MATTER

Follow this traffic light guide to staying calm by Dr Izzy Justice, co-author of 'Triathlete EQ: A Guide For Emotional Endurance'

GREEN is the desired emotional temperature to minimise energy consumption and maximise performance. You can think clearly and retrieve skills that lead to optimal performance. Stimulate your senses by listening to the water or your breathing. Observe what you see when you sight or breathe. Feel the water on your skin and the temperature. Doing this is a subconscious way to not think about anything that could be a threat.

YELLOW is when your stress hormones are in slight excess, causing fluctuations in skill retrieval and focus. Calm your breathing first, then recall thoughts such as your PBs or good workouts. Have a list prepared in advance.

RED is an all-out state of panic, survival is priority and there is no ability to retrieve skills. Lots of stress hormones are released resulting in great energy usage. Temporarily change your stroke or go to a support boat to regain relaxed exhalation. Recall thoughts that include the most important aspects of your life such as family or friends and key accomplishments. This list must be powerful enough to get you from a red state back to green.

FUEL YOURSELF FASTER

Words **Debbi Marco**

EAT YOUR WAY TO RACE DAY SUCCESS WITH OUR EXPERT GUIDE TO NUTRITION

We spend so much time focusing on improving our swim stroke, biking further and running faster, it's easy to forget that the key to effective training and a successful race day can be found in the fridge. Eating the correct food at the right time can help you speed up, go long and grow as a triathlete. Not all food is created equal in the world of triathlon so we spoke to Emma Barraclough, SIS senior sports nutritionist, to find out what to put on your plate.

TRAIN YOUR STOMACH

When it comes to food and training the most important thing is to go into your sessions adequately fuelled, especially if you're planning to train at high intensity. If you're only doing a steady shorter recovery session then it's fine to do those fasted, for example in the morning before breakfast, but try not to do too much without eating properly as it can put

extra pressure on your immune system which will result in you picking up coughs and colds that will impact on your training.

"If you haven't eaten, you can exercise for up to about an hour without doing a lot of high intensity intervals where you'll be burning through your glycogen stores [body stored carbohydrate] really quickly," says Emma.

"The key to fuelling properly is keeping your glycogen stores topped up. We've all got plenty of fat stores but we can't process them particularly quickly as our metabolism is quite slow for fat," explains Emma. "We've got quite a bit stored in the liver as liver glycogen and quite a lot in the body as well. If you think about breakfast being the most important meal of the day, that's because your liver glycogen maintains your blood sugar level as you sleep so you replenish that with breakfast in the morning. With exercise it's the muscle glycogen that's used up first."

PLAN YOUR DAY

Make sure you get your day off to the best possible start with an energy boosting breakfast. Choose any of your main carbohydrate food groups such as oats, toast, a bagel or muesli for breakfast or even try our banana pancakes (p22).

"What you eat for breakfast is a personal choice," says Emma. "But whatever you have you should wait the best part of an hour before exercising and as long as two to three hours if you're trying to get more food in for a longer session."

It's easy to only focus on eating for fuel, but make sure you take the time to think about what you're doing each day and ensure you eat for recovery from your training session, too.

"When it comes to recovery, it's all about the time of when you train," says Emma. "For example, if you have an hour swim session before work, you'll probably head to the pool without eating so use your breakfast as your recovery meal. Choose plenty of carbs

EAT TO WIN Get it right on race day

- Your evening meal the night before is important. Swap cheese sauce for a tomato based one and avoid too much fruit and veg, as they can be quite heavy on fibre. An ideal meal is a rice, potato or pasta dish with some chicken, turkey or fish. Eat early (around 6pm) to give your body time to digest.
- Look at your race start time and work back from there. A lot of Ironman athletes have breakfast at 3am on race day for a 6am start.

Breakfast before a race should be two or three hours before so you can digest and get the energy. If that's a struggle, start on energy drinks which are easier to digest. When you can eat real food, eat the same as training, high carbs such as cereal or toast.

- Sip on a carb/electrolyte drink in the run up. If you have a later start you might want a cereal bar or some fruit.
- During the race keep hydrated. For a sprint or Olympic distance

opt for an energy drink on the bike so you can do hydration and energy together. Have an energy gel towards the end of the bike to lift you for the run and keep a recovery product in your transition bag.

- When racing longer distances, start to fuel as soon as you get on the bike with a carb electrolyte drink. Have your first gel after 15/20 mins so you're not completely running your glycogen stores down before you

cycle. During an Iron distance, you should be having something every 20-30mins as your main opportunity to fuel is on the bike.

- Drink little and often. There's only so much fluid you can take in from a plastic cup without swallowing a load of air. Walk through aid stations to make sure you've had enough to drink.
- Avoid simple sugars when choosing energy sources. Products with glucose or fructose can cause upset stomachs.



**“Look for a shake that
has both protein and
carbs together”**



**“You won’t make up for a
bad diet by eating loads
of products”**

and some protein to help with the muscle mass. Something like a recovery shake with both those elements is good to grab on the way to work.

"If you're training after work you'll need a snack around 3pm to see you through as you won't be having dinner until later in the evening. Cereal bars, fruit or yoghurt are ideal.

"For your recovery dinner opt for something high in glycaemic carbs such as chicken or fish with white rice and vegetables," says Emma. "The Glycaemic Index (GI) is how quickly the carbs get into your system. Low GI maintains regular blood sugar levels throughout the day, but after training high GI food gives you a good insulin response and encourages your body to replenish the glycogen stores quicker."

BEAT THE CLOCK

To get the best out of every session, you need to have recovered properly after the last one and the best way to do that is eating properly.

"Your metabolism is lifted for a good half an hour after you've finished so you want to be putting your recovery nutrition back in then," explains Emma.

"People do struggle with that, which is why bars and shakes are popular. The longer you've got between training sessions then the less important that window is.

"Look for a shake that has both protein and carbs," says Emma. "One that has just protein is not ideal post workout. You're looking for at least 20g of quality protein, with all the amino acids such as whey and soy, and

20 to 30g of carbohydrate if you've done a session lasting over 90 minutes."

Remember, it's best to focus on your recovery meal rather than fuelling for your next session, unless you're going to be out for a six or seven hour brick session or Ironman training.

PILE ON PROTEIN

Protein often gets overlooked in favour of carbohydrates, but eating enough good protein is important as any deficit will leave you in danger of breaking down lean muscle instead.

"You should look to eat 20-25g protein every three to four hours," says Emma.

A serving of protein is equivalent to three eggs, a fillet of salmon, a chicken breast or 200g beans.

Don't forget to keep hydrated by drinking water all day as dehydration will seriously impact your training session later on.

"An electrolyte while your exercising is a good idea," says Emma. "As well as losing water you lose salts as you sweat. If you only drink water you will dilute that more and more. Sodium is the key one to replace although you will lose some potassium, calcium and magnesium as well."

DON'T OVER DO IT

A common mistake is to think that if you've been training hard, you can eat what you want, but some days you'll only have been exercising for an hour and will have spent the rest of the day sitting at your desk. This means your energy requirements aren't much

greater than they would be normally. However, if you are training hard you do need to make sure you've fuelled adequately.

"The best way to do this is to manipulate your carbohydrate serving size," says Emma. "Keep your protein servings the same then increase or decrease the amount of carbs you're eating depending on your training that day."

Emma also recommends triathletes supersize on fruit and veg, opting for eight instead of the recommended five servings a day.

"Fruit and vegetables are a great source of anti-oxidants, which you will need to support your body as much as possible because triathlon training can put it under a lot of stress," says Emma. "I don't think supplements are needed if you're eating a good range and quantity of fruit and veg. Triathletes can neglect that and then the immune systems tend to suffer."

THINK AHEAD

It's a common problem when you're tired or rushing in from a late night training sessions, you have less time to cook. You'll start craving sugary food and before you know it you're popping a frozen pizza in the oven.

"Plan dinner the day before a big training session and make it as easy as possible," says Emma. "It's important to get your meals right as you're not going to make up for a bad diet by eating loads of products in racing and training. Keep in mind incidents of upper respiratory tract infections are much greater when you're not replenishing your carbohydrate stores properly."

Eat like an elite

We caught up with Jonathan Brownlee for his nutrition tips

"For pre racing fuel I try to involve anything that doesn't give too big a sugar hit. There's nothing wrong if it gives you sugar over a long period of time. I used to think I had to take a lot of sugar before a race because you naturally think you need it, but you don't. I suffer from sugar ups and downs. If I have a big hit of sugar my blood sugar goes really high and then half an hour later it ends up far lower than it was before.

Nutrition very much depends on the person and the event.

Ironman is a completely different story to Olympic distance.

For a pre-race breakfast I normally have porridge or simple wholemeal bread with an omelette. Something that's not going to upset your stomach, but get you through the race. It's always very simple foods and always something I've eaten before, so nothing new.

For me on the bike, I'll take about 750ml of energy or electrolyte solution – carbohydrates and a bit of caffeine – and two Maxi Nutrition

gels and 500 ml of water.

Recovery is one thing I've improved massively on this year. I've had to learn, because the World Series means you need to keep on top of that and not get too tired. I take a lot of Maxi Nutrition protein shakes after hard sessions and after hard days just to help my recovery. I've noticed a big difference. Going into the next day and the one after that you're not as tired.

Nutrition is very much trial and error. For me it's simple stuff."



Words Fiona Duffy Image Shutterstock

Next month in
Triathlon PLUS

Check out the
NEW LOOK
magazine



Photo Ironman Getty Images

ISSUE 84 ON SALE **FRIDAY 14 AUGUST**

TIME TO STEP UP TO A 70.3

TRAINING, TECHNIQUE AND RACE DAY TIPS TO HELP YOU
DOUBLE YOUR DISTANCE WITHOUT HITTING A WALL

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Learn to corner at speed

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WE'RE INSPIRED BY...

JODIE STIMPSON



GLASGOW 2014

“I JUST WANT
TO GET OUT
THERE AND
RACE HARD”

WE MET UP WITH THE INSPIRATIONAL
JODIE STIMPSON TO SEE HOW SHE'S
BOUNCING BACK FROM INJURY AND
IF SHE'S READY FOR RIO

Words Debbi Marco Images BTF/ Mark Pearce

WE'RE INSPIRED BY...

"You do get a bit of nerves but that's good. You're ready for it."



Q. You've been injured of late. What was the problem?

All the pain was in my Achilles but it was my big toe that was the problem. Basically when you run you want to go over your big toe but because my big toe wasn't flexible or strong enough it put more pressure on my Achilles. I didn't run at all for five weeks and that took me into the Gold Coast, then I came home and got it diagnosed properly.

Q. Have you been in rehab?

Yes, I've been on an Alter-G [an anti-gravity treadmill]. You strap yourself into a treadmill and it takes up some of your body percentage so it allows you to run but you're lighter. I found myself running like Gwen Jorgensen!

I had to learn to run better and strengthen my big toe to make it more flexible. I also had to do a lot of gym work

such as small movements with my big toe and one-legged stuff with lots of control. It's on the mend, although fitness-wise it's going to be a bit of a claw back.

Q. What race are you most looking forward to, the ITU Grand Final in Chicago or the Rio test event?

To be fair both of them are qualification races for the Olympics so both are equally important. I need to get a podium at both to put my name on the start list for next year. It's black and white and I know what I've got to do. If it doesn't happen in Rio then I've got Chicago to go for. It doesn't mean that I've qualified but I could get selected, so it's not devastation.

Q. What are your thoughts on the Rio test course?

The course is hilly. It's very good for me so I'm very happy. It's a really tough bike

course and I'm sure the others will be working on their bike, too. I'm going to France to train in the Alps. It's a lot of hills and I'm basically there until Rio. I really like Morzine. It's hard but there's a beautiful 50m pool there, the running is a lovely 3k loop on a track and the biking you can't really beat.

Q. Do you get on with the other elite women or is it a qualification battle?

I went through the Commonwealths with Vicky [Holland] and that was a special experience with us both on the podium. Non [Stanford] had a great breakthrough year in 2013 and we were sharing the podium quite often. I was messaging Non as we've both been injured. We can't wait to all be on the start line together because we all like to race hard. Even though triathlon is an



Sharing the podium at ITU World Series 2013



Jodie with her niece, Erin

FACT FILE

JODIE STIMPSON

AGE: 26

MAJOR RESULTS

- 1st Glasgow 2014 Commonwealth Games (Individual and Mixed Team Relay)
- 2nd ITU Triathlon World Series 2013
- 1st ITU Team Triathlon World Championships, Lausanne, 2011 (with Alistair and Jonny Brownlee, Helen Jenkins)
- British Triathlon Super Series winner 2009, 2010 & 2011
- 2nd World U23 Championship, Gold Coast, 2009

individual sport, we look out for each other. It's quite nice because the peloton can be 60 people and you've got a handful of people looking out for you.

Q. How are you going to stop Gwen Jorgensen? Will the Brits work as a team?

I think our race tactics are similar so it's as if we are working as a team. We all want a hard fast swim and the bike to be hard. We want it to hurt and when it comes to the run, we'll leave it to who's got the fastest legs on the day. If it was a 10k run, she [Gwen Jorgensen] is pretty unbeatable. At the minute no one could beat her on a run, so it's got to be a very hard bike. But saying that she's a fantastic athlete and it's going to take a lot to beat her. But there's a chance. She's not unbeatable!

Q. What's your strongest discipline?

Probably my strongest is the bike but my favourite is the run. You don't get that feeling from anything else that you get from a hard run. You can have a hard swim session or a hard bike session, but from a hard run you get this different feeling of satisfaction, like I've really put my body through the hurt, which is a bit weird I know.

Q. Is the battle mental or physical?

I think that's a lot to do with the preparation. You've been training however many hours so if you're well prepared going in you just want to get out there and race hard. You do get a bit of nerves but that's good. You're excited for it, nerves give you an extra stimulus as well.

Q. Describe a typical training day for us.

Each day is extremely different, but for example I'll get up do a morning swim session, a minimum of 5k. I'll get back and have breakfast. I'm quite a fan of soaking oats over night in coconut milk and yoghurt then adding frozen berries. Then it could be on the bike for anything from two to three hours, and then a run off that. If it's an intense ride I'll go gels. There's an awesome double latte gel from Powerbar that gets me through. I like to get a good lunch in a sandwich, salad with seeds and couscous. I'm a fan of smoked salmon, too. It could be a run or I'll just do gym in the afternoon, which is core and rehab every day. My evening meal is usually a big salad or a whole load of roasted veggies with salad.

WE'RE INSPIRED BY...

SHARE YOUR STORY

Do you have a story that can inspire fellow *Triathlon Plus* readers? Then don't be shy, email to tell us and you could be featured on these pages!

Taking gold at the Commonwealth Games in Glasgow 2014



Q. Do you watch your diet carefully?

You have to. It's part of the job. We're not just swimmers, we have to cycle, we have to run. You need a bit of fat to keep you buoyant in the water but when you get to the end of the race you've got to run, and when you've got to climb up hills you've got to be lean. You've got to be strong. It's finding the balance between being strong and being light. For a lot of people

it's a hard line to find. You've got to fuel yourself right for the training and that's a priority but then the other way you don't want to go over or underweight.

It's a balancing act. I've just started working with a nutritionist, learning to eat enough, recovery wise and fuelling in sessions and in the right place.

Q. Any plans to go long after 2016?

Not yet! I'd love to have another Olympic cycle and the next Commonwealth Games are in Australia [in 2018]. Everything is geared towards getting to the Olympics. Hopefully I'm there and will compete. The year after the Olympics I'll have to find a different challenge. I've done the Bahrain half [iron distance] I got bored on the bike. I had about 30k to go on the bike and was like 'oh I want to run now'.

Q. You're so focused, is there anything you're finding hard?

I don't have a social life but I've never been one for going out. I think 8.30pm is a beautiful time for bed. I love what I do. I miss my family though. If I could pack them up and bring them with me it would make life so much easier. I wouldn't be able to do it without them. Their support is everything. They're so proud of me.

"Everything is geared towards getting to the Olympics"

*Columbia Threadneedle Investments is the Global Financial Services Partner of the ITU World Triathlon Series and proud sponsor of the official rankings. Follow @CTinvest_tri and #CT_Rankings to join the conversation

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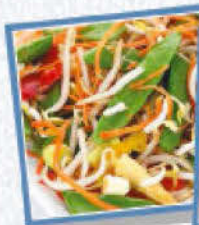


Rhys Williams
Gold & Silver Medalist
400m Hurdles



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IRONMAN 70.3 STAFFORDSHIRE

GOMEZ AND GOSSAGE VICTORIOUS AT THE INAUGURAL EVENT

WHEN 14 JUNE 2015

WHERE SHUGBOROUGH ESTATE, STAFFORDSHIRE

WINNERS JAVIER GOMEZ (ESP) 4:02:13

LUCY GOSSAGE (GBR) 4:31:09

THE inaugural Ironman 70.3 Staffordshire broke records before it even started, selling out in 14 minutes when entries opened last summer making it the fastest-selling UK Ironman event.

Race day was hugely anticipated by both the 2,700 competitors taking part and spectators who turned up to catch a glimpse of famous faces such as Javier Gomez, Gordon Ramsay and sports presenter Charlie Webster.

Thankfully, the downpours that had drenched the bike-rackers on a damp, gloomy Saturday afternoon made way for blue skies and weak sunshine by race morning.

The elites took off at 7.10am with wave after wave of age group athletes following for the 1.2 mile swim around Chasewater Reservoir.

Australian Nick Kastelein came out of the water first in 23:33, with Ironman 70.3 world

champion Gomez, just behind him and taking the lead after Kastelein punctured.

Gomez maintained a top position until halfway through the ride when German Markus Thomschke took over blazing a trail with the fastest bike split of the day, covering 56 miles in 2h14m43s. For the rest of the bike leg, Gomez rode shoulder to shoulder with Romain Guillaume (FRA), while Thomschke increased his lead by two minutes.

As the run got underway Gomez gained on Thomschke and finally retook the lead at the three mile mark, never looking back. He remained the clear winner, crossing the line in the shadow of Shugborough Hall in 4:02:13. Thomschke took second place with a time of 4:07:33 and Guillaume came third in 4:09:07.

Possibly still carrying Ironman Lanzarote in his legs from two weeks before GBR's Will Clarke just missed out on a spot on the podium hanging on for a commendable fourth place.

After the race Gomez said: "The crowds were great, it makes such a difference to have the support. I love this kind of race. The bike course really suits me. I prefer smaller roads

and hills rather than a fast flat motorway."

In the women's race, GBR's Lucy Gossage emerged from the water behind teammates Georgie Rutherford and Jacqui Slack and the New Zealand athlete Samantha Warriner, before slipping into a lead that she never lost.

On her win in 4:31:09 she said: "I'm so pleased. The crowds were amazing. To have all these people here that I started racing with as an age grouper spurs me on. The bike course was pretty hilly but the run was stunning."

Among the thousands of age group athletes, was celebrity chef Gordon Ramsay and his wife Tana, competing together as part of their GR100 fundraising team.

"The support has been amazing," Ramsay said who clocked 5:53:49."

As he hugged Tana on the finish line Gordon said: "The training has paid off. To do a 70.3 for your first tri is incredible. Tana's been so focused and determined. She's run nine marathons but this is brilliant – I'm so proud."

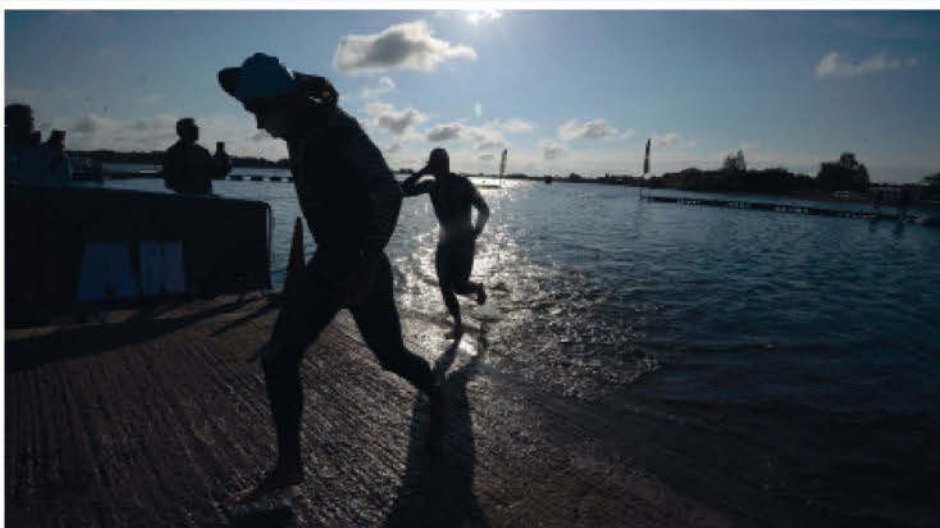
Charlie Webster, who is training for Ironman UK, finished in 6:20:21. Former professional footballer Danny Mills finished in 5:46:28.



Gomez snatches victory



Gordon and Tana celebrate their finish



Elite results

Top 3 men

1. Javier Gomez (ESP)	4:02:13
2. Markus Thomschke (GER)	4:07:33
3. Guillaume, Romain (FRA)	4:09:07

Top 3 women

1. Lucy Gossage (GBR)	4:31:09
2. Susie Cheetham (GBR)	4:41:28
3. Samantha Warriner (NZL)	4:46:36



Elite results

Top 3 men

1. Cyril Vienneot (FRA)	4:54:33
2. Martin Jensen (DAN)	4:54:45
3. Joe Skipper (GBR)	4:55:10

Top 3 women

1. Mary Beth Ellis (USA)	5:24:25
2. Camilla Pedersen (DEN)	5:31:48
3. Kaisa Lehtonen (FIN)	5:33:41

ITU LONG DISTANCE WORLD CHAMPIONSHIPS

GBR'S JOE SKIPPER TAKES BRONZE AND MAKES HISTORY BY BECOMING THE FIRST BRITISH MALE ATHELETE TO PODIUM IN 19 YEARS AT GRAND FINALE IN MOTALA SWEDEN

WHEN 27 JUNE 2015

WHERE MOTALA, SWEDEN

WINNERS CYRIL VIENNOT (FRA) 4:54:33

MARY BETH ELLIS (USA) 5:24:25

T HERE was a point in the World Championship race in when it appeared to be game over for GBR's Joe Skipper.

The 26-year-old didn't get off to a great start on the shortened (from 4km to 1.5km), cold swim, which saw him leave the water way down the field in 36th place.

He'd just clawed back from 11th to fourth place on the run, in a blistering 5:50 minute mile pace, when his number flashed up on the penalty board. (He still has no idea what the 30 second penalty was for, possibly the arm of his wetsuit hanging out of the transition box).

As the seconds ticked by, he watched as Swedish pro Patrik Nilsson, the runner he just worked hard to overtake, disappeared into the distance, making him a sure

contender for the bronze medal, while the race leaders were now a staggering seven minutes ahead.

Leaving the penalty box like a greyhound Joe Skipper gave it his all. After overtaking Australia's Joe Gambles (again), he was spurred on by shouts from spectators that Nilsson, in third place, was just 30 seconds ahead. He caught him with just a mile to go.

Up in front Jensen looked set to take the title cruising into T2 with nearly four minutes over his nearest rival, the Frenchman Cyril Vienneot. But after just four laps, Vienneot halved the lead and continued to close in on Jensen before slipping into gold position in the final 10km.

Skipper made history by becoming the first British male triathlete in 19 years to medal (bronze) at the ITU Long Distance World Championships in Motala, Sweden.

"It was a great race," he said afterwards. "The British age group teams out there were fantastic, I had so much support and it

was a brilliant experience to be a part of. Thanks to everyone who wrote encouraging messages prior to the race I do see them all and it's very motivational."

The women's race was more clear-cut from the off. The USA's Mary Beth Ellis left the water a minute ahead of her nearest rival and continued to widen her lead as the race progressed, crossing the line seven minutes ahead of Camilla Pedersen (DEN). Kaisa Lehtonen (FIN) followed in third place.



Mary Beth Ellis takes the gold

Words Fiona Duffy Photos Janos Schmidt / ITU



The female elites take to the podium at IM 70.3 Barcelona

HERE COME THE GIRLS

AGE-GROUPER **AMY KILPIN** EXPLAINS WHY SHE WOULD LIKE TO SEE MORE FEMALE TRIATHLETES IN THE FIELD

Triathlon is not all that glamorous. You swim in dank lakes in a mosh-pit style fist fight frenzy, spend hours on a saddle with the smallest surface area known to man, then run at the end like an extra in a zombie movie, red-faced, sweating, maybe even crying and smelling worse for wear. This is why we love it, right?

It's not really an advert for female participation, and perhaps that goes some way to explain the gender gap, which is so apparent in triathlon. It's also steeped in an historic past of low visibility as a sport, which probably hasn't helped. Only now is triathlon becoming more mainstream, but how do we encourage more women to participate?

This year has been abuzz with campaigns to encourage more female participation in sport, and triathlon has been the focal point of a number of specific objectives. The "50 women to Kona" also known as 5Q, has drummed up a lot of controversy in its bid for equal Kona slots for pro women and men. The This Girl

Can campaign has become a successful pitch to recognise and celebrate women in all sports. Organisations, figureheads and journalists have been pushing for more media coverage for women's sports.

Is the gender gap closing? Yes. Are we there yet? No. But why does this all matter?

I was surprised to learn after participating in the ITU World London Triathlon in Hyde Park, that out of the 5,000 amateur triathletes who took part, only 24 per cent were female. This was across a number of days and distances and at one of the largest triathlon events in the UK.

Female participation in triathlon stands at 28 per cent according to the latest figures from the Triathlon Industry Association, and while the figure is moving upwards, the problem remains the same. There just isn't enough media coverage of women's sports or enough focus on female sporting role models.

Some sports still have an archaic approach to gender in sports. For example, many cycle races offer significantly lower prize money for

women's races than men's races. For many event organisers the reasons are clear. Women's races are less competitive so the prize money is relative to participation. This brings to mind the arguments used in Ironman Kona slot allocation issue. Ironman CEO Andrew Messick says that because there are fewer pro females, there are fewer pro female slots. But is this sending the right message?

It seems to be a chicken and egg situation. It may seem logical to some people, but there is a risk it will deter female athletes from turning professional or entering cycle races. It's a catch-22 situation as there is the danger it will reinforce the gender gap issue, rather than addressing it and encouraging greater female participation and recognition.

Unfortunately only seven per cent of sports media coverage is devoted to women's sport and just 0.4 per cent of commercial investment is allocated to women-only sport. If greater investment and more widespread media coverage were given to women's sport, it would become mainstream across the board. This would give smaller sporting organisations, such as those in triathlon and cycling, more incentive to encourage female participation with equal policies.

While there is some positive campaigning at grass-roots level and many more organisations and trusts starting to acknowledge and address the problem, a cultural change still needs to take place. This must start at the top, and all organisations in the triathlon world must take positive steps to close the gender gap.

As for the promotion of female sporting role models, there has been some improvement in this area. But there is still sexualisation of women in sport, and this must move towards a more tangible recognition of sporting achievement rather than aesthetic admiration.

Only last month, the winners of the Flanders Diamond Tour, a women's road race, were greeted at the podium by bikini-clad models. In one swoop, the organisers had dismissed the achievements of these top female athletes and sexualised and trivialised their success. While the organisers of the race said they were not responsible for the models, this was just one more example of the trials faced by women in sport.

I think there are some great moves towards the gender discrepancy in triathlon and it's extremely encouraging to see more women taking part in races, organisers hosting more women-only events and more campaigning to celebrate female sporting achievements. Triathlon in general is receiving greater recognition as a sport and this is a really positive step.

In the meantime, high heels and Lycra is a great combo, let's get it trending...

Read Amy's blog at amykilpin.co.uk

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SUITS YOU SIR!

THE HUMBLE TRI SUIT COULD MAKE THE DIFFERENCE BETWEEN A GOOD RACE AND A DISASTER. WE TESTED 15 MEN'S SUITS TO FIND THE BEST



Buying tri suits

WHAT TO LOOK FOR

Pad

A comfortable pad is essential as the bike is the longest leg. Styles vary from simple fleece to sophisticated saddle-style chamois. They need to dry quickly after the swim and fade into the background on the run.

Access

Our testers agreed a front zip is preferable, both for ease of getting in and out and for offering extra ventilation on a hot day. Check for details like a zipper protector to prevent the zip from cutting into you.

Fabric

There's an impressive array of technical fabrics and designs offering breathability, wickaway qualities and compression. A suit that wicks water well will also wickaway sweat effectively. Comfort is vital.

Storage

Good pockets are a must for fuel, particularly for long distances, but you don't want them to turn into drag nets on a non-wetsuit swim or be difficult to reach. Fold over pockets add security and peace of mind.

Compression

Many suits now incorporate compression panels to boost performance and ease fatigue. But some athletes can find compression panels overly tight. It's personal, and comfort is your number one priority.

Fit

A good fit is essential. Most of the suits tested were one piece but don't rule out two pieces if you have an overly long or short body. Check seams for lumps and bumps that can chafe, and that stitching is even.

HOW WE TEST

OUR TESTERS have more than 30 years of triathlon experience between them including both half and full Ironman events. We asked each to swim, bike and run in every suit and give honest verdicts on everything

from quality of padding to fuel storage. Although prices of suits ranged from £39.99 to £139.99 we deliberately kept the price of the suits secret to ensure their verdicts were not influenced.





TYR COMPETITOR TRI SUIT

£99.99 wiggles.co.uk

THE TYR COMPETITOR

IT'S HARD TO GET a suit that performs well in looks, performance and fit, but the Tyr competitor scored highly on all counts. Our testers loved the striking colour blocks under the arms and across the legs while the matching fluorescent stitching was eye-catching. A breathable, stretchy, pad absorbs weight while in the aero position ensuring a comfy ride but feels invisible on the run. Compression panels on the legs reduce muscle vibration and improve blood flow and circulation while secure soft silicon beaded leg grippers ensure fabric doesn't ride up. Unique mesh panels around the underarms and legs prevent over-heating and improve breathability. The suit didn't wick water as quickly as some on test but dried quickly. Side pockets were small but easy to access and the front zip can be locked into position. It also has a UPF 50+.

VERDICT

A great, mid-price, suit which performs as well as it looks.

**PERFORMANCE
VALUE
OVERALL**



Sailfish MEN'S TRI SUIT COMP

£120 Sailfish.com

TESTERS AGREED THIS was a classy-looking suit with a range of fabric features including quick-drying polyamide micro and a "power mesh" back panel for breathability and moisture management. Water-wicking qualities were high – water literally rolled off this suit. Features include carbon power tapes for maximum kinetic support, a combination of Lycra and "powertech skin material" to support muscles and improve circulation. However one tester did find it overly tight across the chest. The quick-drying perforated crotch pad was comfortable, generous and saddle shaped offering plenty of cushioning without being bulky and the leg grippers were snug but not tight. The back pocket is small and tricky to access quickly but our testers loved the handy leg pockets. Despite the promise of flat, ergonomic seams, testers found it was not the comfiest on test.

VERDICT

A quality suit that oozes style and impressive features, but a bit pricey.

**PERFORMANCE
VALUE
OVERALL**



Aqua Sphere ENERGIZE TRI SUIT

£135.99 aquasphereswim.com

A HYDROPHOBIC COATING and body-flattening properties means this suit is most at home on the swim (although one tester complained the fabric felt thick). Compression panels in the hips, waist, abs and legs claim to support muscles, boost circulation and reduce fatigue but some testers found the legs excessively tight. One tester found the vertical flat lock seams uncomfortable and suggested sealing them for extra comfort. Our testers doubted the fleecy pad would hold up to long distances on the bike and were disappointed that no improvements had been made to ventilation and breathability in this new version. One tester wore this on a hot day and said he quickly felt excessively warm – especially with a rear zip. On the plus side, it wins the award for the best rear pocket – roomy, secure and zipped.

VERDICT

Great as a speed swimsuit, but lacking in comfort on the bike and run.

**PERFORMANCE
VALUE
OVERALL**





Decathlon B'TWIN TRI SUIT

£39.99 decathlon.co.uk

PROBABLY THE MOST impressive thing about this suit is the price tag – a fraction of some of the others on review. But despite the budget price it tested well. The ultra-thin fabric feels delicate and flimsy compared to other suits but offered great breathability particularly with the generous mesh side panels. Despite retaining a bit of water on the swim it remained comfortable while the pad gave adequate support for the bike without hindering running action. Great grippers on legs prevented the material from riding up on the run. A zip guard isn't included so you'd need to take care not to catch your skin when doing up in a hurry. The back pocket is a decent size with handy drain holes but is very open and would benefit from a zip or fastening. Although the description refers to back pockets but we could only find one.

VERDICT

If you're looking for a good all-round suit at a bargain price this ticks all the boxes

**PERFORMANCE
VALUE
OVERALL**



Aropec MEN'S PANTHER TRIATHLON LYCRA SUIT

£44.99 Aropecsports.co.uk

AROPEC'S PANTHER IS one of the cheapest suits on test but it certainly gave the others a run for their money. Our testers disagreed on appearance and the effectiveness of fleecy padding as opposed to a more sophisticated chamois, but both were impressed with how comfortable it was. Good grips keep legs in place without being overly restrictive. A large spandex mesh panel on the back offers great ventilation and sweat release with decent storage space in the back pocket. The front zipper comes with a quality protection strip to prevent painful nicks while a protection pouch stops it accidentally unzipping. Plus the fabric offers UV protection 50+.

VERDICT

Great, comfortable suit at a budget price

**PERFORMANCE
VALUE
OVERALL**



Mako SANDTIGER TEAM MEN'S TRI SUIT

£89 TheTriathlonshop.co.uk

THE SUIT HAS AN eye-catching design with lively patterned panels on the sides and legs. However, the fit is a bit snug compared to other suits on test. One tester found it hard to get over the hips (but said it felt great once on) while another found the short body length made it tight all over so you might want to go up a size. We had two suits to test in different colourways and although one had smooth, comfy seams under the arms, the other felt quite rough so it's definitely worth giving the stitching a once-over before you buy. "Speedtek" fabric makes repelling water a breeze on the swim while quality padding and stay-put leg grippers ensure comfort both on the bike and run. The rear pocket is roomy and secure – keeping gels firmly in place.

VERDICT

An eye-catching, comfy suit that performs well. Try before you buy to ensure a good fit

**PERFORMANCE
VALUE
OVERALL**





Zone 3 LAVA TOP AND SHORTS

TOP £49; SHORTS £59

racezone3.com

THIS TWO-PIECE features a generous overlap of fabric to prevent the dreaded tummy gap. Zone3 says comfort was the number one priority when it came to making a long distance top and shorts and this suit doesn't disappoint. Testers commented on the light, stretchy fabric, excellent fit and quality padding and leg grips that gave a comfy aero ride. The fabric wicks water well and dries quickly on the bike. The large rear pockets (in cycling top style) offer great fuel storage, but on the downside they collect water on the swim. With three pockets on the shorts (one rear zipped pocket and two gel pockets on the legs) there is plenty of space for storing nutrition. Wide shoulder straps are designed to protect against sunburn but one tester found the zipper poked above the guarding fabric causing irritation on the run.

VERDICT A comfortable, convenient two piece suit for long, hot races

**PERFORMANCE
VALUE
OVERALL**



Speedo MEN'S C15 COMP SUIT

£75 activinstinct.com

THIS SUIT HAS a swimsuit style look and feel which gives the excellent water run off we've come to expect from Speedo. It claims to fit like a second skin under a wetsuit and the structured compression panel (a double layer of posture improving fabric) improves both posture and streamlining position providing a smooth glide through the water. Some testers felt the suit was let down by overly tight, elastic inner leg grippers which make the suit both hard to pull on and bite into the legs, causing discomfort on even short distances. It's a crying shame as the suit is well-designed and features an ultra-slim, quick drying, tri pad for comfort on the bike, a nice fit on the shoulders, two handy side pockets for nutrition and airy ventilation panels. Loosen the leg grips and Speedo will have a great suit at a reasonable price.

VERDICT Ultra tight leg grips spoil this otherwise-great suit

**PERFORMANCE
VALUE
OVERALL**



HUUB CORE TRI SUIT

£99.99 huubdesign.com

HUUB BOASTS THAT a harmony of fabrics and coatings makes this is a tri suit like no other and the perfect all-distance suit that you'll never want to take off. And they might be right, as our testers really did struggle to find anything negative to say about this suit. Not only does the suit have a great look and feel to it but it fits to the body like a glove. Low fluid and heat absorption provides excellent water runoff, padding was great for a lengthy bike ride and the leg grippers were comfortable. Impressive ventilation panels down the back and across the waist ensure great cooling and breathability, even on a hot day, while long, flapped, gel shaped pockets down each side were secure and easy to reach. One tester conceded that the chamois was a fraction off the quality of some of the others on test but admitted he was being ultra-picky. All in all, this is a great top-range suit for a mid-range price.

VERDICT As near to perfection as you'll get in a suit

**PERFORMANCE
VALUE
OVERALL**





Orca MEN'S CORE RACE SUIT

£89 orca.com

OUR TESTERS THOUGHT this was a great looking suit and that the fit, feel and performance were just as impressive. Light, soft Aquaglide fabric really offers the best of both worlds. The Orca Enduro water-repellent coating minimises water absorption ensuring a smooth glide through the water during the swim, while a tight knit means the suit remains breathable on the bike and run. Special "vapour" panels wick moisture away from your skin while a large mesh panel at the back cools without slowing down the swim. Two covered rear pockets are roomy and accessible, leg grips were light and effective while the 6mm Italian Tri-Support chamois was declared excellent and voted the best on test. A zipper protector to prevent any possible irritation would have been the icing on the cake but otherwise this suit really is hard to fault.

VERDICT

Performs well in all areas and best chamois padding on test

**PERFORMANCE
VALUE
OVERALL**



Sugoi MEN'S RS ICE TRI SUIT

£99.99 Sugoi.com

SUGOI'S FAMOUS ICEFILL material makes the top half of this suit alarmingly flimsy and almost transparent (you'll definitely want to opt for a race belt rather than risky safety pins) but offers silky soft comfort and a generous fit around the shoulders. The suit wicked water well and dried quickly out of the swim. Testers agreed unanimously that the pad was excellent and added to comfort on the bike without being obtrusive on the run – while quality gripper panels made sure the legs stayed put. Two good sized pockets on the rear were protected with a flap and easy to access. Flat stitching and uber soft materials put this suit streets ahead in terms of comfort and performance. The added bonus is it also looks great. A simple addition of a zip guard to avoid any skin irritation would make this suit hard to beat.

VERDICT

Excellent across all three disciplines

**PERFORMANCE
VALUE
OVERALL**



Blue Seventy TX2000 TRI SINGLET AND TRI SHORT

£50 SINGLET £60 SHORTS

Blueseventy.co.uk

OUR TESTERS WERE impressed by the quality and comfort of this design. Like the Zoot it uses ColdBlack heat transfer technology to ensure coolness and breathability while a soft velo mesh back offers extra ventilation. Water run off on the swim was excellent but the three back pockets became drag nets and failed to keep gels in place on the run. However, one tester found the seams were rough under the arms causing some slight discomfort, but others were impressed with the good fit which ensured the back stayed covered even in the aero position. A pocket on the back of the shorts means plenty of room for nutrition and reflective piping gave an added safety feature.

VERDICT

Great if you prefer the versatility of a two piece

**PERFORMANCE
VALUE
OVERALL**





2XU MEN'S PERFORM TRI SUIT

£100 2XU.co.uk

AT FIRST GLANCE, this suit looks a bit too plain but our testers quickly discovered that sometimes less is more and there are versions with more colour available. A combination of fabrics in the design offers all-round moisture management, air flow, UV protection, muscle compression and breathability. On the swim, the suit both sheds and wicks water well, while ventilation panels on both sides helped prevent overheating on the bike and run. Our testers disagreed over the effectiveness of the silicon-less leg grippers but they were all unanimous in their praise of the comfy padding on the bike. Three small rear pockets provided good storage for fuel without slowing down movement through the water. And the zip guard was the best on test – guaranteeing no irritation.

VERDICT A great suit to keep you cool, collected and unfatigued.

**PERFORMANCE
VALUE
OVERALL**



DHB PERFORMANCE TRI SUIT

£45 wiggles.co.uk

ONE OF our testers is already a big fan of DHB cycling bibs for comfort and longevity so he was looking forward to seeing how the tri suit measured up, and it didn't disappoint.

The VITA fabric is thin and soft, but durable and stretchy, resistant to both chlorine and sunscreen. Although the pad looked flimsy and ineffective it was surprisingly comfortable and supportive on the bike especially when in the aero position. Two good sized pockets on the back offer plenty of room for gels with plenty of strategically placed mesh panels for air cooling. The leg grippers keep the suit in place while compression properties within the fabric prevent muscle fatigue – and it wicks water beautifully. Our testers had just one fairly major gripe – the high front zip which finishes almost at throat level. "If the zip was just an inch shorter this suit would be perfect," they concluded.

VERDICT A fantastic suit with an even better price tag. Shame about the high zip.

**PERFORMANCE
VALUE
OVERALL**



Zoot ULTRA TRI RACESUIT

£110 wiggles.co.uk

THIS SUIT HAS improved in leaps and bounds since our last review. The pad, criticised for being thin and uncushioned in previous reviews, is now excellent thanks to the new ultra tri carbon chamois feature. It offers unbeatable comfort on the bike while almost disappearing on the run which is a sure sign of great design. The suit itself offers a comfortable, easy fit all over with soft, stretchy leg gripper bands to prevent any ride-up. The fabric is light, stretchy and both sheds water and wicks moisture with ease. ColdBlack' technology fabric reflects both UV and heat rays ensuring a cool performance in hot temperatures. Four pockets on the back – two rear and two holster – mean there is plenty of room for nutrition. The lack of a guard on the zip meant it dug into the chest slightly but not enough to put our affected tester off wearing it.

VERDICT A vastly improved suit that won't disappoint

**PERFORMANCE
VALUE
OVERALL**



Size S
HB-14-01-P2

HUUB

Overall verdict

WINNER VALUE

AROPEC

WINNER PERFORMANCE

SUGOI

OVERALL WINNER

HUUB CORE

**WINNER
TOP
VALUE**

**WINNER
PERFORMANCE**

**WINNER
GOLD
AWARD**

OUR TESTERS were staggered at how the suits varied in style, features and price. All were extremely impressed with the Aropec and were surprised to discover how cheap it was making it far and away the best value suit. We were impressed at the quality of some of the budget suits out there which is good news for newcomers or those on a tight budget.

Some of the suits scored extremely well

in huge areas like comfort or ventilation but fell down on tiny details such as lack of zip guard or a gaping pocket. However, these details can make all the difference come race day!

Fit varies across the brands so we recommend trying before you buy. Five suits scored impressively – Zoot, Orca, 2XU and Sugoi but the Huub Core pipped the others to the post making it our winner.

Next month
Women's Tri Suits



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www.aropecsports.co.uk / info@aropecsports.co.uk

THE BIKE TEST

Bikes on test

BOARDMAN AIR 9.4 Di2

£3,999.99

GIANT PROPEL ADVANCED 0

£3,999

CERVELO S3 ULTEGRA Di2

£3,999.99

BMCTMR01 Di2

£4,000

Tech talk

BB30

Oversized axle standard using an alloy 30mm diameter axle rather than a steel 24mm diameter axle on the chainset.

Aero drop bar

Drop handlebar using a flattened or teardrop top section to reduce drag.

Compact chainset

A chainset using a 50 tooth large ring and 34 tooth inner ring rather than a full size 53/39 tooth pairing

Di2

Shimano's electronically controlled and motorised gear shifting system.

Internal routing

Gear or brake cables that are hidden inside the frames.

Hybrid carbon rim

A rim with an alloy braking surface/tyre trough on a carbon body.

PF

Bottom bracket bearings that 'Press Fit' into the frame rather than winding into it on screw threads.

Tapered headtube/fork

Fork that shrinks from a larger (normally 1.5in) bottom bearing to a smaller (normally 1.125in) top bearing creating a stiffer fork and frame while adding minimal weight as compared to a straight steerer.





ELECTRIC DREAMS

WE HEAD TO MAJORCA TO TEST FOUR DI2 ELECTRIC SHIFT AERO ROAD BIKES TO SEE IF THEY'RE AS WELL MATCHED AS THEY SOUND

Words Guy Kesteven Photos Mick Kirkman

PURE TRI BIKES with super aggressive seat angles and tri bar extensions are still the fastest option when you're going solo against the clock over long distances. If you're mixing it up in a draft legal group, riding a technical or hilly course or just want a bike that's a whole lot more versatile for training and general riding but still seriously quick in a straight line, then an aero road bike is the way to go.

For a start most of the bikes here use aerodynamic technology initially developed for full on aero bikes. Advanced drag reducing tube profiles, deep section wheels, hidden or aero brakes, aero seatposts with flush fit

clamps all appear on our four test bikes. Conventional drop handlebars and integrated shifting/braking systems make them a lot safer and more efficient on descents, climbs or when riding in groups. There's nothing to stop you adding tri bars for an efficient tuck on long course events and as all the bikes here use Shimano's excellent Di2 electrically triggered shifting you can even rig up additional tip shifters.

In other words, these bikes are super versatile machines that work equally well for racing as they do for training. But which one of these top rated machines is right for you? We hit the stunning hills of Majorca to find out.

Boardman AIR 9.4 Di2

£3,999.99 boardmanbikes.com

SUREFOOTED WITH A DECENT SPEC,
IT ALWAYS FELT KEEN ON THE CLIMBS

THANKS TO the Brownlee brothers, Boardman's smoothly sculpted AiR bike is one of the most successful machines in triathlon. But is the 9.4 Di2 version a suitably gold medal performer?

FRAME AND FORKS

The first thing to point out is while the frame is exactly the same as the AiR 9.8 used by the Brownlee brothers, the forks aren't. The 9.4 here still uses an aero sculpted full carbon fork, but it has a conventional front mounted Ultegra brake calliper. In contrast the 9.8 uses a unique fork with an extra deep upper section that means a side pull brake can be hidden entirely out of the wind "inside" it to reduce drag.

Otherwise you're looking at exactly the same carbon fibre lay up with smoothly elongated junctions onto traditional tall but narrow ovalised tubes. The bottom bracket is an oversized PF30 set up, but the full Shimano Ultegra spec means it

actually has a conventional 24mm axle crank running through convertor cups. The rear brake sits under the chainstays to leave the bladed wishbone seatstays clean and aero. The deep aero seatpost also has a multi position seat clamp with a more triathlete friendly 75 degree steepest setting than normal.

THE KIT

As all the bikes here come with the electric shifting Di2 version of Shimano's Ultegra groupset there's nothing to add except that it's brilliant once you've figured out the paddle positions but it does add around 200g over conventional cable shifting Ultegra. It's worth noting that there's no non Di2 9.4 option though, just a 9.2 that has Ultegra but the same Mavic wheels as the Cervelo for £2599.99.

On the 9.4 Di2 you get Boardman's own brand wheels with full carbon 50mm deep rims of a reasonable width and Continental's excellent GP4000S II tyres. This saves nearly 100g per wheel



The rear brake is hidden behind the chainset but it makes adjustment awkward and can compromise smooth operation.



The 9.4 gets a conventional front brake rather than the hidden brake of the flagship model, the 9.8.



Lightweight, neutral handling full carbon wheels, rather than the hybrid rimmed Zipp 60s of the cable shift 9.8 bike.

compared to the alloy rimmed wheels here and the Boardman stem is also carbon. It's certainly a decent spec overall, but not the outstanding value we historically expect from Boardman and while the wheels are light the complete bike weight is nearly 200g more than the others on test.

THE RIDE

Where Boardman score highly is with an immediately well-fitted and confident ride. The mid height head tube gives





“Compliant enough to stay comfortable and keep you fresh through the longest bike leg or training day”

the potential for a reasonably low and aero riding position and drew very positive comparisons with the more upright Cervelo. The stiffness of the fork and the neutral handling of the Boardman wheels also made the front end feel a lot more trustworthy and predictable than the Giant, particularly at higher straight line speeds or through very fast sweeping corners in Majorca. Add the surefooted grip of the Continental tyres and the Boardman never felt sketchy

however fast we were going. It handles variable wind conditions well when cruising too. The only issue we had was with relatively stiff and uncommunicative feel through the rear brake under the chainstays which was compounded by the typically less consistent braking feel of carbon in the wet back home. It's something you'll get used to in the long term but a definite downside.

There's no shortage of power transfer and solid acceleration

through the one piece bottom bracket and chainstay section. While it's the heaviest bike here, lighter wheels meant it always felt keen on the climbs. The smaller rings of the 9.4's compact chainset were welcome when it came to maintaining a smooth climbing rhythm at the end of long days. Along with the accurate handling and decent power transfer, it's compliant enough to stay comfortable and keep you fresh through the longest bike leg or training day.

PROS	<ul style="list-style-type: none"> + Confident, comfortable riding position and power smoothness balance. + Spec includes lightweight full carbon wheels.
CONS	<ul style="list-style-type: none"> - Rear brake feels uncommunicative, no faired front brake. - Not as dramatically good value as Boardman used to be.
VERDICT	<p>PERFORMANCE VALUE OVERALL</p> <p>If you want a totally sorted complete aero road bike package that's very easy to ride very fast then the AiR 9.4 Di2 has to be on your list.</p>

Giant PROPEL ADVANCED 0

£3,999 Giant-bicycles.com

GOOD LOOKING, LIGHT AND FAST.
IS THERE ANYTHING THIS BIKE CAN'T DO?

GIANT'S PROPEL was the bike that always gathered an admiring crowd whenever we took a break from testing. But do the drop dead gorgeous looks translate into drop your mates' performance on the road though?

FRAME AND FORKS

There's no doubting that Giant's bold solid orange front end and fork colour choice makes the Propel frame look superb, but there's a lot of tech under the tangerine too. For a start the fork has custom TRP brakes mounted into the rear legs to minimise drag. The steerer tube at the top of the fork also uses larger than average "Overdrive 2" dimensions with a matching stem on top. All cabling is neatly internalised and the Di2 battery is hidden inside the aero seatpost. The teardrop seat tube is heavily cut away at the base to hug the wheel and keep airflow smooth and the aero downtube even swells in the centre to channel airflow

round the water bottle. Another set of the sculpted SpeedControl brakes sit below the wishbone seat stays, while big chainstays channel power back from the press fit bottom bracket with determined directness.

THE KIT

Giant divert slightly from a full Ultegra transmission in the shape of a KMC chain, but it's not a noticeable change. The "pro compact" 52/36 chainrings are a good compromise for all round speed but mercy ratios on the steepest hills while a close ratio rear block means no big gaps in smooth cadence.

The Speed Control brakes are awesome too, super powerful and communicative with a brilliantly simple cable mount notch making them easy to adjust for a wide or narrow rim. The Giant carbon wheels are less impressive under braking though, with obviously different patches of power in each rev on extended descents making modulation difficult even in the dry. We



Giant's SpeedControl brakes are custom made by TRP for minimal drag and maximum power.



Giant's own deep section full carbon wheels are light and hold speed well, but high speed handling isn't all it could be.



Giant's look great this year and the bold aesthetics of the Propel Advanced attracted admirers whenever we stopped.

also had front end handling issues discussed below. The front and rear specific Giant tyres are trustworthy and the flat topped aero bar is comfortable and well matched to the Propel's purpose.

THE RIDE

There's no doubting the purpose of the Propel as soon as you're aboard. Brace the pedals against the road and there's a total commitment to surging you up the road with an impressive rate of acceleration.





“You suddenly realise you’re a couple of gears ahead of where you’d normally be for that input of effort”

It doesn’t snap or explode up to speed, but you suddenly realise you’re a couple of gears ahead of where you’d normally be for that input of effort. Once you’re up to the elevated cruising speed it holds it there and the natural speed sustain is easy to top up over slight rises or headwinds through the taut rear end. It isn’t phased by steep climbs either, you just stand up and let the bike charge past each contour line as impressively as many pure climbing machines. The fact our large sample was


actually lighter than the medium samples of the other bikes shows how material efficient Giant have kept the Propel too. It’s a smooth and enjoyable cruising experience, sucking a useful amount of vibration and stutter out of rough roads.

All this put the Giant in pole position apart from one recurring issue. While handling balance is good, in certain high speed straight line situations or seriously fast sweeping turns the front end

felt too light and lacking in authority for comfort.

We also had a few speed wobble moments, which combined with the patchy braking performance undermined confidence.

We tried the 0 with a shallower depth front wheel, which felt a lot better. This suggests it’s just the larger sized bikes that get a bit windy at warp speed, so if you’ll be riding a smaller size then a Propel may well be the perfect bike for you.

PROS	+	Drop dead gorgeous looks and clean aero efficiency
	+	Impressively smooth with excellent speed sustain.
CONS	-	Some concerns about high speed handling in large sizes
	-	Patchy rim response undermines otherwise outstanding braking.
VERDICT	PERFORMANCE	
	VALUE OVERALL	
		
A stunning mix of comfort, climbing prowess and easy speed sustain but our large 0 sample definitely had some high speed handling issues.		



Cervelo

S3 ULTEGRA DI2

£3,999.99 Cervelo.com

HOW WILL THIS KONA FAVOURITE SHAPE UP WHEN WE PUT IT TO THE TEST?

THE MOST popular bike in the annual Kona count for years, proven killers in the wind tunnel and arguably the bike with the highest pose value here puts Cervelo in a strong position before the S3 even turns a pedal. But how does it shape up at the sharp edge of testing?

FRAME AND FORKS

Cervelo have deliberately designed the S3 to be a user friendly all rounder so you're getting conventional front of fork and seatstay brakes to make adjustment easier and keep control feedback clean. The wind tunnel shaped main tubes are kept deliberately stout for strength and stiffness with minimum weight and it's flared for correct aerodynamics with a bottle in its cage. The oversized BBright bottom bracket is extra stiff too and big chainstays taper to all carbon dropouts. The seat post is a super slim aero design and the seat tube is cut away to hug the wheel while the super slim,

shock absorbing seatstays are inspired from the R3 distance bike. The downtube position of the Di2 battery definitely looks awkward, but there was no compatible internal battery when the S3 was designed and Cervelo assure us there's minimal effect on aero performance.

THE KIT

Cervelo switch out the Ultegra crankset for a stiff 30mm axle unit from long term collaborators Rotor in the inbetween 52/36 Pro Compact format. The Mavic Cosmic Elite S wheels don't have the drag reduction advantage or fashion appeal of the deeper wheels here. They're barely heavier than the full carbon wheels on the other bikes here but they handle and brake better in bad weather. The Yksion Comp tyres are definitely slow and slippery though so we'd get them changed for something else as soon as possible. We've no complaints about the rest of the 3T and Fizik kit though and when you consider the price of a bare Cervelo frame just a



Mavic wheels aren't aspirational but they actually ride fine. Tyres need replacing asap though.



The external Di2 battery looks awkward but Cervelo detailing is otherwise outstanding.



Super slim seat stays add supple comfort to the high performance, high efficiency frameset.

couple of years ago, the complete bikes are now impressively competitive on cost.

THE RIDE

While geometry is closely comparable across all the bikes here in terms of head tube to top tube ratio there's definitely more of an all rounder than aggressively aero feel about the Cervelo. That's partly because the more box like thinwall frame tubes are better at dissipating shock than the



“A bike that dances up steep climbs and never backs down from a sprint”


taller, narrower tubes of the other bikes here, but also because the back end is particularly well damped. The handling of the shallower wheels is friendlier in mixed weather too and the whole bike feels efficiently affable rather than obviously aggressive.

Don't make the mistake of thinking the smooth and sociable ride feel means there's any lack of performance though as the Cervelo is a seriously potent speed machine. The big boxy tubes,

BBright bottom bracket and massive chainstay “thighs” make for a bike that dances up steep climbs and never backs down from a sprint especially if you hunker down into the drops to really drive it forwards. Even without deep rim wheels it holds a gear well too, hustling over rolling rises with real determination if you lift out of the saddle slightly.

The chunky head tube, tapered steerer and stout front end mean no worries about flex or flutter under braking or high

cornering loads. The relatively steep steering angles mean no hesitation when it comes to dropping into corners with decisive immediacy while the alloy braking surfaces and conventional brakes mean plenty of consistent anchoring authority. In other words the Cervelo might not be the most naturally aggressive bike here, but when it comes to confident, consistent high performance it's a supremely sorted, easy speed machine for short course racing or longer bike legs.

VERDICT	PROS	+	Super versatile aero efficiency and high speed cruising comfort.
		+	Impressively confident yet responsive character on climbs or descents.
	CONS	-	Definitely needs better tyres and potentially faster wheels too.
		-	External Di2 battery is functionally fine but looks like an afterthought.
		PERFORMANCE VALUE OVERALL 	
		Cervelo's S3 is a superb mix of responsive character, easy speed sustain and long distance comfort.	



BMC

TMR01 ULTEGRA DI2

£4,000 Evanscycles.com

THE AGGRESSIVE RIDE IS GREAT FOR SPEED,
BUT WILL IT LAST THE DISTANCE?

BMC'S TIME Machine Road is a well proven champion on the pro road circuit. Does the literally cutting edge technology translate as well to real life riding?

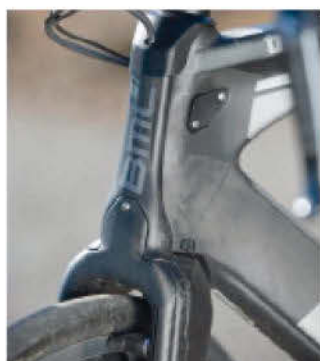
FRAME AND FORKS

The aggressively angular look of the TMR01 is obvious from a distance but there's even more detail close up. The front of the fork legs and tubes have a distinct "Sub A" step set into the curve of the face that's designed to deliberately "trip up" surface airflow creating a layer of turbulence that reduces overall drag. The back sides of most of the tubes also use a blunt trailing edge that again creates a flexible "virtual tail" of turbulence designed to keep overall airflow cleaner than a fixed teardrop in crosswinds. The front brakes are not only custom items built into the front of the fork legs but an extended cover extends all the way up in front of the head tube and rejoins the fork under the stem. It's a neat way of

decreasing front end drag and managing the front cable run without falling foul of cycling's UCI restrictions. The rear brake is hidden under the big rectangular chainstays for drag reduction reasons with the only obvious downside being very tight clearances on wider wheels. There is space for 25mm tyres and the Di2 gears are neatly installed via replaceable bolted panels that can also handle conventional cable gears. The battery is hidden in the "Sub A" profiled seat post which has a triple position saddle clamp for steeper tri style angles.

THE KIT

As the name suggests you're getting a full Ultegra Di2 chainset with a full size 53/39 tooth chainring set up but a broader range rear block for some relief on the climbs. Zipp's alloy braking surface 60 wheels are narrower than the carbon Firecrest models so an easier fit into the BMC brakes. Braking consistency is excellent in all weathers, they handle okay and they're within



The BMC's bayonet style front fork shrouds the controls for the built in brakes and boosts front of frame aerodynamics.



The angular tubing profile micromanages surface airflow for a smoother, drag reducing result in varying wind conditions.



Zipp 60 wheels combine decent handling and aerodynamics with powerful and consistent alloy rim braking.

100g per wheel of the full carbon competition. The Continental GP4000S II tyres are the benchmark for high speed and cornering confidence while their larger 25mm volume softens an otherwise seriously stiff ride. Italian firm 3T supply the cockpit kit in similarly aero efficient narrow bar style to the Cervelo. A big recent price drop makes this normally premium Swiss brand competitively priced too.



"The BMC loves throwing itself into corners with full commitment"

THE RIDE

The TMR01 is as stiff and fierce to ride as it looks with feedback from every contact point with rider and road clearly communicated and precisely controlled. The head angle of the BMC is more relaxed than most, which combines with the narrow bar and deep section wheels to create a stable and straight line favouring default feel. The steeper than average seat angle puts plenty of weight forward onto the grippy high volume

front tyre. Add the extremely precise feeling, stiff fork, reasonably agile handling Zipp wheels and the BMC loves throwing itself into corners. The BMC's built in brakes are extremely powerful, plus with alloy rims give consistent stopping in all weathers and phases of braking. The same stiffness blasts the TMR up to speed with ego boosting immediacy whether you're coming out of a corner or attacking the base of a climb. The advanced aerodynamics

and speed sustain of the Zipp wheels mean you can go for broke from a long way out in a group or mill out a seriously high solo pace.

There's always a concern all this speed will make the bike too uncomfortable to stay fresh and efficient over long distances. The good news is the BMC the P2P rider positioning feels extremely natural and relaxing. That meant aches and fatigue stayed manageable even on the longest day of our test ride.

PROS	<ul style="list-style-type: none"> + Dramatically direct drive, handling and braking performance. + Excellent rider position and cutting edge easy speed aerodynamics.
CONS	<ul style="list-style-type: none"> - Performance comes at the expense of plush comfort. - Wider wheels need brake adjustment to fit.
VERDICT	<p>PERFORMANCE VALUE OVERALL</p> <p>An aggressively high performance through pedals, bars and brakes makes the BMC a naturally hyper rapid, race winning weapon.</p>

The BMC TMR01 ULTEGRA D12 impressed our testers with its powerful and precise handling

Triathlon
GOLD
AWARD



THE VERDICT

WE COULDN'T have asked for a more effective foursome for minimising the suffering of 200 mile, 20,000ft days in Majorca. It was the perfect platform to drill deep into the comparative performances of the bikes too.

Giant's Propel was one of our favourite bikes of the year coming into the test. Its low weight, dramatic power transfer and slick aerodynamics made it the bike to beat coming into the test. Unfortunately the high speed, high mountain handling and braking of our

large size sample was enough to put it on the back foot.

In an extremely close run test the typically impeccable handling and speed/comfort balance of Boardman's AiR 9.4 makes it a very easy bike to ride quick. However, it is slightly heavier and less predictable in terms of stopping than the best bikes here.

That leaves two distinctly different options going head to head for the overall honours. Cervelo's S3 frame delivers an outstanding mix of handling

and fatigue reducing smoothness, that's so composed it almost masks the very efficient, easy speed performance of this super aero frameset. The most complete and compelling performance here comes from the explosively powerful, precise handling, hard braking and angularly aero BMC. While it's not a forgiving ride in terms of stiffness, excellent fit means it'll sustain speed and stay combative right to the end of the longest day and a recent price drop seals the TMR01 as our winner.



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159-163 London Rd
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Triathlon^{PLUS}

THE RACE LIST

PLAN FOR THE MONTHS AHEAD WITH OUR GUIDE TO EVENTS IN THE UK



Photo Castle Triathlon Series / Colin Baldwin

Notes and key The Race List

AT THE TIME of going to press, some race details were yet to be confirmed. Before entering a race, or if you can't find your favourite event here, please contact the organisers for the most up-to-date information. Distances given are: for triathlons, swim/bike/run; for duathlons, run/bike/run; and for aquathlons, swim/run. Swim distances are in metres up to 999, then kilometres. Bike and run distances are in kilometres unless otherwise stated, with 'M' denoting distances are in miles.

JULY

SATURDAY 25 JULY
CASTLE HOWARD TRIATHLON
Distance: Various
Castle Howard, North Yorkshire
castlesriathlonseries.co.uk

CASTLES CHALLENGE TRIATHLON 2015
Distance: Various
Bamburgh Castle, Bamburgh, Northumberland, NE69 7DF
castlesriathlon.co.uk

SALTY SEA DOG SERIES TRIATHLON
Distance: 750m/23km/5km
Boscombe Pier, Bournemouth, Dorset, BH2 5AA
votwo.co.uk

SUNDAY 26 JULY
BUCKLERS NEW FOREST TRIATHLON
Distance: various
Bucklers Hard, Brockenhurst, Hampshire, SO42 7XB
racenewforest.co.uk

CULFORD TRIATHLON
Distance: 300m/21k/40k
Culford School, Bury St. Edmunds, Suffolk, IP28 6TX
ipswich-tri.org/culford

DEVA DIVAS LADIES TRIATHLON
Distance: 750m/25km/5km
The Meadows, Chester, Cheshire, CH4 7AZ
events.chestertri.org.uk/deva-divas

HONITON TRIATHLON
Distance: 400m/5km/21km
Allhallows Playing Fields, Honiton, Devon, EX14 1QW
honitontriathlon.co.uk

HULL TRIATHLON
Distance: 750m/18km/5km
Princes Quay, Hull, East Riding Of Yorkshire, HU1 2PQ
hulltriathlon.com

LEEDS XPRESS TRIATHLON
Distance: 400m/23km/5km
The Grammar School At Leeds, Leeds, West Yorkshire, LS17 8GS
xtramileevents.com

LIVERPOOL TRIATHLON
Distance: Various
Liverpool Docks, Liverpool
trileverpool.com

NUFFIELD SALFORD TRIATHLON
Distance: Various
Media City, Salford
Salfordtriathlon.com

OWLER TRI
Distance: Various
Julie Rose Stadium, Ashford, Kent, TN24 9QX
trispriatevents.com

THE MALDON TRIATHLON
Distance: Various
Promenade Park, Maldon, Essex, CM9 5JQ
dengieevents.co.uk/the-maldon-triathlon

THORPE PARK TRIATHLON RACE 2
Distance: 1500/40k/10k
Thorpe Park, Chertsey, Surrey, KT16 8PN
triproject.co.uk

TORRINGTON TERROR TRIATHLON
Distance: 400m/32km/5km
Torrington Pool, Torrington, Devon, EX38 7AJ
610.org.uk/activities/1610-race-series

WORTHING TRIATHLON
Distance: Various
Worthing, West Sussex, BN12 4JE
rawenergypursuits.co.uk

AUGUST

SATURDAY 1 AUGUST
GO TRI PENKRIDGE
Distance: 200m/10k/2.4k
Penkridge Leisure Centre, Penkridge, Staffordshire, ST19 5RX
entrycentral.com/gotripenkridge

GR8EVENTS SPRINT TRIATHLON
Distance: 750m/20k/6k
Ellerton Park, Richmond, North Yorkshire, DL10 6AP
gr8events.org.uk

SUNDAY 2 AUGUST
BASSETLAW SPRINT TRIATHLON
Distance: Swim 400m/21k/5k
Worksop Leisure Centre, Worksop, Nottinghamshire, S81 7EN
bassetlawtriathlon.co.uk

CAMBRIDGE TRIATHLON 2015
Distance: Various
Mepal Outdoor Centre, Nr. Ely, Cambridgeshire, CB6 2AZ
cambridgetriathlonclub.com/concrete/index.php/races1/camb

CARLISLE TRIATHLON
Distance: 500m/20km/5km
Morton School Carlisle, Carlisle, Cumbria, CA2 6LB
carlisle-tri.co.uk

SATURDAY 8 AUGUST
AJ BELL LONDON TRIATHLON
Distance: Various
ExCeL Exhibition Centre, London, E16 1XL
thelondontriathlon.com

BEWL WATER TRIATHLON 2015
Distance: Various
Bewl Water, Tunbridge Wells, Kent, TN3 8JH
bewltriathlon.co.uk

SUNDAY 9 AUGUST
AJ BELL LONDON TRIATHLON
Distance: Various
ExCeL Exhibition Centre, London, E16 1XL
thelondontriathlon.com

ALLERTHORPE CLASSIC TRIATHLON
Distance: Various
Allerthorpe Lakeland Park, York, YO42 4RL
freebirdevents.co.uk/events

BRAT BIRMINGHAM TRIATHLON
Distance: 1500m/40km/10km
West Midlands Water Ski Centre, Tamworth, Staffordshire, B78 2DL
3dtri.org.uk

PARA TRI
Distance: Various
Dorney Lake, Windsor, Berksh, SL4 6QP
paratri.com

SWANAGE TRIATHLON FESTIVAL
Distance: Various
Sandpit Field, Swanage
Offbeatevents.com

SATURDAY 15 AUGUST
BASSENTHWAITE TRIATHLON
Distance: Various
Bassenthwaite Sailing Club, Cockermouth, Cumbria, CA13 9YD
bass-triathlon.co.uk

MIDNIGHT MAN LONG COURSE TRIATHLON
Distance: Various
Marsh Street, Dartford, Kent, DA1 5PF
bridgetriathlon.co.uk

SUNDAY 16 AUGUST
GO TRI LEICESTER CASTLE CLASSIC TRIATHLON
Distance: 200m/10km/1.6k
Queen Elizabeth II Diamond Jubilee Leisure Centre, Leicester, Leicestershire, LE3 5LX
leicestertriathlonclub.co.uk

IMMORTAL FULL
Distance: 4km/180km/40km
Farmoor Reservoir, Oxford, Oxfordshire, OX2 9NS
immortalsport.com

REDHILL TRIATHLON
Distance: 750m/20k/5k
Mercers Lake, Redhill, Surrey, RH1 4EU
triproject.co.uk

SATURDAY 22 AUGUST
TRIATHLON ENGLAND - NATIONAL RELAY CHAMPIONSHIPS
Distance: 500m/15k/5k
National Watersports Centre, Nottingham, NG12 2LU
onestepbeyond.org.uk

SUNDAY 23 AUGUST
COTSWOLD CLASSIC MIDDLE DISTANCE TRIATHLON
Distance: 1900m/56miles/13miles
Cotswold Water Park - Lake 32, Cirencester, Gloucestershire, GL7 6DF
113events.com

FROME SPRINT TRIATHLON
Distance: 400m/23km/5km
Frome Leisure Centre, Frome, Somerset, BA11 2SA
frometriclub.co.uk

WEYMOUTH CLASSIC & SPRINT
Distance: Various
Beachside Leisure Complex, Weymouth, Dorset, DT3 6PW
bustinskin.com

SATURDAY 29 AUGUST
OCEAN LAKE TRIATHLON RACE 5
Distance: 750m/20k/5k
Ocean Lake, Leybourne Lakes, Larkfield, Kent, ME20 6AA
oceanlaketri.co.uk

VITRUVIAN TRIATHLON
Distance: 1.9k/85k/21k
Rutland Water, Whitwell - Oakham, Rutland, LE15 8B
pacesetterevents.com

SUNDAY 30 AUGUST
DAVENTRY SPRINT TRIATHLON 2015
Distance: 400m/20k/5k
Daventry Leisure Centre, Daventry, Northamptonshire, NN11 4FP
rugbytriathlon.org.uk

HERTFORDSHIRE TRIATHLON SUMMER
Distance: Various
Stanborough Park, Welwyn, Welwyn, Hertfordshire, AL86DQ
Activetrainingworld.co.uk

LLANELLI STANDARD DISTANCE TRIATHLON
Distance: 1500m/40k/20k
Burry Port Harbour, Millennium Coastal Park, Carmarthenshire, SA16 0ER
healthylifeactivities.co.uk

XTERRA ENGLAND
Distance: Various
Cranleigh, Surrey
xterraengland.co.uk

THE RACE LIST

31ST AUGUST

THAMES TURBO SPRINT SERIES RACE 4

Distance: 426m/21.5k/5k
Hampton Open Air Pool, Hampton,
Middlesex, TW12 2ST
raceseries.thamesturbo.com

SEPTEMBER

SATURDAY 5 SEPTEMBER

Craggy Island Triathlon

Distance: Various
Isle Of Kerrera, Oban, Argyll,
PA34 4SX
craggyislandtriathlon.com

Sundowner Middle Distance Triathlon

Distance: Various
Allerthorpe Lakeland Park, York,
YO42 4RL
freebirdevents.co.uk/events

SUNDAY 6 SEPTEMBER

Archway House Market Harborough Triathlon

Distance: Various
Market Harborough Leisure Centre,
Market Harborough,
Leicestershire, LE16 9HF
racetimeevents.co.uk

Arundel Castle Triathlon

Distance: Various
Arundel Castle - West Sussex,
Arundel, West Sussex, BN18 9PA
rawenergypursuits.co.uk

Bala Standard Distance Triathlon

Distance: 1500m/40k/10k
Penllyn Leisure Centre, Bala,
Gwynedd, LL23 7SR
wreccsamtri.org.uk

Blackwater Charity Triathlon

Distance: Various
The Blackwater Leisure Centre,
Maldon, Essex, CM9 5UR
blackwatertri.org.uk

British Triathlon U20s Festival Incorporating IRCS

Distance: Various
Mallory Park, Leicester, Mallory,
Leicestershire, LE9 7QE
britishtriathlon.org/u20festival

Ilfracombe Sea Triathlon

Distance: 400m/26km/6km
Larkstone Car Park Ilfracombe,
Ilfracombe, Devon,
EX34 9QG
ilfracombetri.co.uk

Microgaming 2015 IOM Triathlon Championships

Distance: Various
Mooragh Park, Ramsey, Isle Of
Man, IM81ET
manxtriclub.com

SUNDAY 13 SEPTEMBER

Ironman Wales

Distance: 3.8k/180k/42.2k
Tenby, Pembrokeshire
Ironmanwales.com

Anglesey Sandman Triathlon

Distance: various
Newborough Beach, Anglesey,
Newborough, LL61, LL61 6S
alwaysaimhighgevents.com

Bodiam Castle Sprint Triathlon

Distance: 500m/20k/6k
Bodiam Castle, Robertsbridge,
East Sussex, TN32 5UA
velocity-events.co.uk

Challenge Weymouth 2015

Distance: 3800m/180k/42.2k
Weymouth Pavilion, Weymouth,
Dorset, DT4 8ED
challengetriuk.com

Falmer Brighton Triathlon

Distance: 400m/27.7k/5.1k
Falmer, Brighton
Brightonmultisport.co.uk

Granite Man

Distance: various
Pembroke, Guernsey, Guernsey,
GY3 5SD
GuernseyTriathlon.com

HSBC Triathlon

Distance: Various
Dorney Lake Windsor
Humanrace.co.uk

North West Triathlon

Distance: Various
Nantwich Cheshire
Uktriathlon.co.uk

Saturday 19 September Durdy Triathlon

Distance: Various
St. Mary's Loch, Scottish Borders,
Selkirk
durdytriathlon.com

The Brutal Extreme Triathlons

Distance: Various
Llanberis, North Wales
brutalevents.co.uk

Ocean Lake Triathlon Race 6

Distance: 750m/20k/5k
Ocean Lake, Kent, ME20 6AA
oceanlaketri.co.uk

SUNDAY 20 SEPTEMBER

Brighton Triathlon

Distance: 1000m/32km/8km
Brighton Marina, Brighton, East
Sussex, BN2 5UT
brightonmarinatriathlon.co.uk

Crawley Late Summer Triathlon 2015

Distance: various
K2 Leisure Centre, Crawley,
West Sussex, RH11 9BQ
crawleytriclub.co.uk

Dawlish Triathlon 2015

Distance: various
Dawlish Warren, Dawlish, Devon,
EX7 0NF
dawlishtriathlon.co.uk

Fleetwood Triathlon

Distance: various
Fleetwood YMCA Pool, Fleetwood,
Lancashire, FY7 6HF
bookitzone.com

Forest of Dean Duathlon

Distance: various
Mallards Pike Lake, Lydney,
Gloucestershire, GL15 4HD
trimaxevents.com

Ilkley Triathlon

Distance: 500m/14k/5k
Ilkley Lido, Leeds, West Yorkshire,
LS29 0BZ
lbt.org.uk

North Norfolk Triathlon

Distance: 1500m/40k/10k
Wells Harbour & Quayside,
Wells-next-the-Sea,
Norfolk, NR23 1AT
wells harbour.co.uk

SATURDAY 26 SEPTEMBER

Brownlee Tri

Distance: Various
Harewood House, Leeds
Brownleetri.com

Eirias Triathlon Festival

Distance: various
Porth Eirias, Colwyn Bay,
Conwy, LL29 7SP
xtramileevents.com

Shipston Dip and Dash

Distance: various
Shipston On Stour,
Warwickshire, CV36 4DY
shipstonaquathlon.com

Snowdonia Snowman Triathlon

Distance: Various
Plas Y Brenin, Capel Curig,
Gwynedd, LL24 0ET
alwaysaimhighgevents.com

Sunday 27 September Aldridge Running Club's Duathlon

Distance: 5k/20k/5k
Wallsall Arboretum, Walsall,
West Midlands, WS1 2DD
aldridgerunningclub.co.uk

Bexhill Lions Triathlon 2015

Distance: Various
De La Warr Pavilion,
Bexhill-on-Sea, East Sussex,
TN40 1DP
bexhill-triathlon.co.uk

Gatorade Eton Dorney Triathlon

Distance: Various
Dorney Lake, Windsor
Votwo.co.uk

Holmfirth Duathlon

Distance: 5k/20k/3k
Hade Edge Band Room,
Holmfirth, West Yorkshire,
HD9 2DF
toughnutevents.co.uk

Llangorse Triathlon

Distance: Various
Llangorse Lake, Brecon, Powys,
LD3 7TR
llangorsetri.com

New Forest Middle Distance Triathlon

Distance: 1900m/90km/21km
Sandy Balls Holiday Park,
Fordingbridge, Hampshire,
SP6 2JZ
www.racenewforest.co.uk

OCTOBER

SUNDAY 3 OCTOBER

The Ben Nevis Braveheart Triathlon

Distance: various
The Old For, Fort William
Highland PH33 7LY
bennevisbraveheart.co.uk

SUNDAY 4 OCTOBER

Buckingham Triathlon

Distance: 400m/20k/5k
Swan Pool And Leisure Centre,
Buckingham, MK18 1AE
onyourmarksevents.org

St. James's Place Foundation Triathlon And Duathlon

Distance: Various
Nuffield Health Wellbeing and
Fitness, St Albans, Hertfordshire,
AL4 0AH
sprinttriathlon.org

SUNDAY 11 OCTOBER

Amman Valley Sprint Triathlon

Distance: Various
Ammanford Leisure Centre,
Ammanford, Carmarthenshire,
SA18 2NW
healthylifeactivities.co.uk

Carsington Duathlon

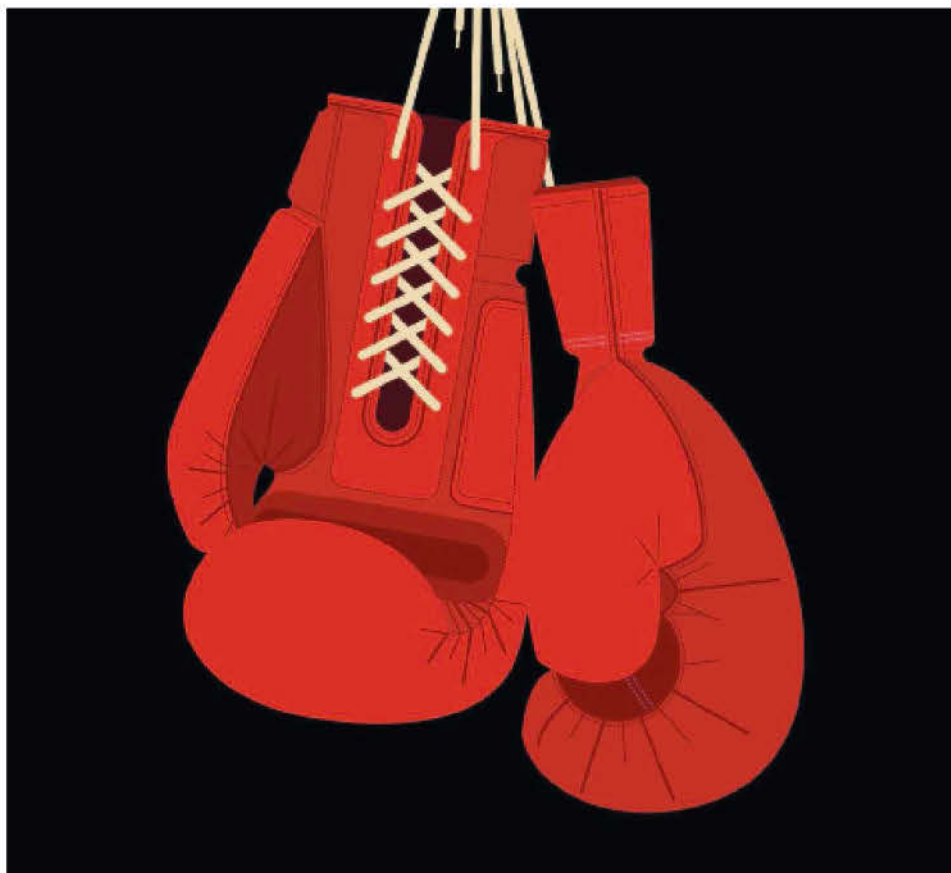
Distance: 5k/30k/5k
Carsington Water, Ashbourne,
Derbyshire, DE6 1ST
pma-racing.co.uk

Huntsman Triathlon

Distance: various
Hawley Lake, Camberley,
Hampshire GU17 9LP
alwaysaimhighgevents.com

The Osprey Sprint Autumn Race

Distance: 300m/17k/5k
Weymouth, Dorset
bustinskin.com



NO NEED TO PULL YOUR PUNCHES

THE TRUTH CAN HURT BUT WHEN YOU'RE A GOOD COACH, IT DOESN'T HAVE TO, SAYS **STEVE TREW**

Back in the early nineties, I had the unenviable task of telling an experienced elite athlete she hadn't made the British team for the European Championships. I was close to this athlete, and another member of the selection committee offered to inform her of her non-selection so that I didn't have to do it. Although it wasn't going to be easy, I turned down the offer and made the horrible phone call myself. As expected, it wasn't pleasant, but after going through the reasons why she hadn't been selected, it was the best and the most honest thing for me to do. It's both a truism and a cliché that honesty is the best policy and in this case it worked. Looking at the reasons why she hadn't been selected it was because she wasn't strong enough on the bike for a demanding course. This particular athlete focused on that specific element of her training and made it back into the GB team for the Worlds later in the year where the

bike course was just as demanding as the one before.

Now what if I'd fudged the issue? What if I'd gratefully accepted the offer for me not to make contact with the bad news? Okay, so it means I'm still the nice guy because I wasn't that awful selector who dared to take away her team place, but in the long term where would that have taken her? Would anybody have been honest enough to say why she hadn't caught the selectors' eyes? Would this particular athlete have addressed the issue of strength on the bike or would she have gone off in a strop, done nothing about it and then failed to make Worlds?

As a huge plus our relationship weathered the storm and more than a little while afterwards, she was kind enough to thank me and to say that she'd realised just how hard it had been for me to make that phone call.

So if the truth is necessary for that situation, how much more important is it for

the coach and athlete relationship?

It's a part of human nature to want to be liked, and since it is the athlete who chooses the coach rather than the other way round, it's often easier to say the nice congratulatory things. But that's just one part of it. If there's an element of weakness in performance or training, then it is a coach's responsibility to tell the athlete. It may be hard, but it's essential.

The athlete's part of the bargain is to take on board any constructive criticism and do something about it. If at the end of the season there has been no improvement in performance then something, somewhere has gone wrong. Perhaps it was the coach not pointing out what was needed or the athlete knowing what was wrong but doing nothing about it. If this is the case, almost inevitably there will be a parting of ways resulting in an athlete who feels he's been let down and a coach who feels that he has been let down too.

So imparting the truth is vitally important but the big question is how do you go about doing it while maintaining a good relationship? The time honoured and tested method is the burger attack. So many coaches do it intuitively but it's also a skill that can be learned and used successfully. We start with the bread bun on top, which is the praise: "You're swimming really well right now, looking good, keep it going." Then follows the meaty bit in the middle: "You know, we could probably make it even better if we held those elbows wide for just a little bit longer and extend the push-away at the end of the stroke."

A good coach is careful to keep suggestions hidden in soft language for that elusive improvement. The athlete is feeling pretty good about himself, still basking in the initial praise about swimming well, so takes in the suggestion as to make it even better. Then the coach finishes off with the final piece of bread bun: "Overall, doing really well, let's focus on those elbows now and really get up there."

A little bit of reinforcement of the point to be addressed but wrapped up in the warm glow of the happiness at being told you're swimming well. This approach results in one happy swimmer and triathlete along with one self-righteous coach. No feathers ruffled, no egos toppled and a rock-solid athlete and coach relationship.

The cliché maybe that the truth hurts but the reality is it doesn't have to.

Steve Trew

Coach & commentator



Steve has just read this article back to himself and is now feeling ready for a BBQ! Steve is an advisory coach for Speedo, he can be contacted for all things triathlon on trew@personalbest.demon.co.uk

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TrainingZone



AUGUST 2015 > ISSUE 27

TRAIN SMART • RACE FAST

QUICK GUIDE

GET YOUR BRICK RIGHT

07 Practise running off the bike and you'll fly out of T2



01

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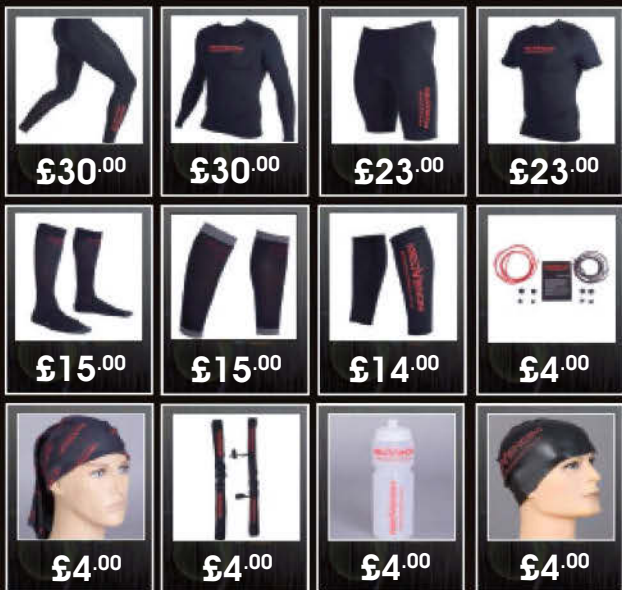
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PEP TALK

"Not all exercise will benefit you. Some will just cause fatigue, making you less able to tackle key workouts"

Sometimes it's better to take the lift than to run up the stairs just for the sake of it, explains coach **Phil Mosley**

In this issue's Pep Talk I want to talk about something I've noticed a few of my athletes doing lately. Maybe you're doing it too? I'm talking about when people add random stuff to their existing training in the belief that it will make them faster. Here are some examples. One of my clients has started riding 20 minutes to work in addition to the other swim, bike and run workouts I plan for her. Another of my athletes has started running harder during the recovery sections of the interval sessions, while a third client is doing an extra swim workout on the rest day.

What's wrong with any of that? Nothing really. It's good to exercise. But if you're a tired triathlete who's already training hard while juggling a job and family responsibilities it's important to be choosy about what you do. Not all exercise will benefit you. Some of it will just cause fatigue and make you less able to tackle your key

workouts later in the week.

The middle distance runner Sebastian Coe once surprised an interviewer by saying he would never use a staircase if he had the option of taking a lift. This is a slightly extreme example of the point I'm trying to make. As a triathlete you should exercise to effect future performance gains, rather than just for the sake of it. You don't have infinite energy, so you need to use it wisely.

Will an extra 20-minute ride through traffic make you a faster triathlete? Probably not. Will it add to your overall weekly fatigue? Yes, a little.

That leads me nicely in to this edition of Training Zone, which features a six week Iron distance plan guiding you up to race day. It's a good example of how to avoid doing too much random stuff. There are some big hard key workouts but the remainder of the training is relatively easy. There are also excellent features on why achieving your race weight isn't the be all and end all, brick

sessions and some key lessons on DIY bike maintenance.

So the motto of the story this month is: go hard, go easy or go home. Remember that, and you won't go too far wrong with your training.

Phil Mosley
Coaching Editor

The brain behind Training Zone is Phil Mosley, an elite triathlete, former national duathlon champion, and coach with a degree in sports science. He also trains individuals at myprocoach.net

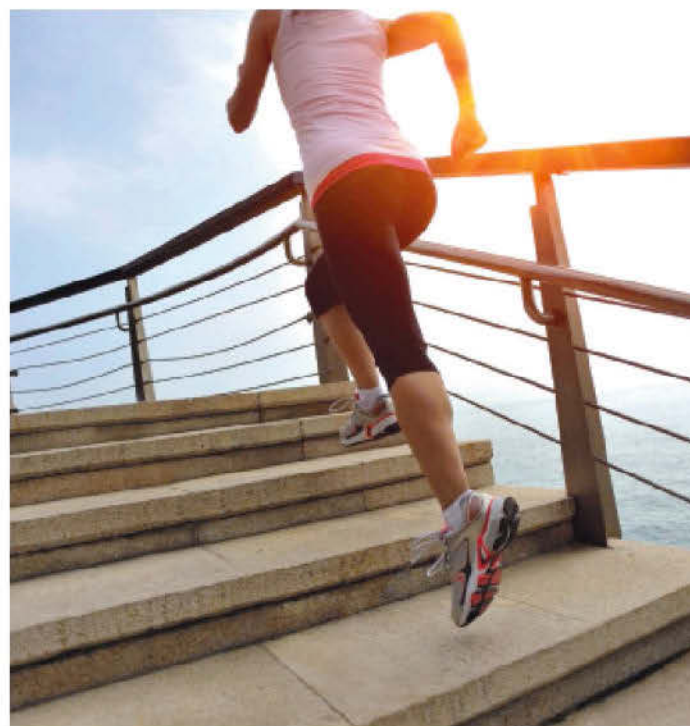


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FOUR FAST FIXES**GET FASTER IN EVERY DISCIPLINE WITH THIS MONTH'S TRAINING ZONE****Swim faster by...**

Perfecting your tumble turn in the pool **p4**

Bike faster by...

Finding and working to your threshold **p9**

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Practising brick sessions whatever your race distance **p7**

Race faster by...

Discovering the secret behind the ideal race weight **p11**



HOW TO

Perfect your tumble turn

Best learned in two parts, the tumble and the turn, this nifty move will make you faster and more fluid in training saving you precious seconds in the pool



1 FIND YOUR MARK

Maintain speed as you approach the wall and once you swim over the 'T' on the pool floor at the end of the lane, take one long stroke and breath before tucking your other arm in by your side.



4 ROTATE AND KICK

During streamline, use core strength to rotate your torso as you push off so you face the bottom of the pool. Remain below the surface using a light flutter or dolphin kick until you surface, then resume your stroke.



Practise somersaulting in the water, remembering to breathe out as you do. Keep your limbs neat during the turn and your chin tucked down to aid streamlining. Once you have it mastered, move closer to the wall and maintain momentum throughout the turn. It takes a little while but once you have it nailed, it will become second nature and you'll start to feel like a pro in the pool.



2 TUCK AND ROLL

Tuck your head into your chest and use your lead arm for momentum as you tumble forwards. Flip your feet over the surface of the water; this should leave you facing the surface with your legs near the wall.



3 PLANT AND PUSH

Plant your feet on the wall, shoulder width apart with knees bent. Stretch your arms above your head into the streamline position and push off the wall.



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**QUICK GUIDE**

How to master the brick run

Shake off those jelly legs and make your bike to run an effortless transition

That dreaded feeling of jelly legs when you hop off the bike and head out for the run is something every triathlete will encounter, but is easily countered with a solid presence of brick runs in your training programme. The idea of practising running off the bike regularly may sound tough but it is fundamental to training your run muscles to engage more quickly after cycling and will pay dividends when it comes to race day. What's more, your run fitness will increase by default as you will be training on tired cycling legs. It's a no-brainer.

1 PLAN YOUR SESSIONS

Take time to build them into your programme and be sure to tailor your brick sessions

according to the distance you are racing. If you are training for a sprint triathlon, your sessions should be short but at a higher intensity with race pace runs off the bike. If you are training for a half or full Iron distance then you will want to incorporate longer, steadier runs off the bike to improve endurance. Not every session needs to be a brick but one key brick session per week should do the trick.

2 MANAGE YOUR TIME

We all have busy lifestyles so doing back to back training sessions isn't always feasible. If you are a strong cyclist and running is your weak point then it may be practical to reduce your bike time for these brick sessions, enabling you more time for a longer

run off the bike. If your running is strong but your cycling is a little less so, then just a short run off the bike will suffice. It's all about getting used to running off the bike but it needs to work specifically for you.

3 USE YOUR SURROUNDINGS

Environment can play a key role during these sessions whether it is to suit race conditions or convenience. You can use an indoor trainer for the bike and a treadmill for the brick run. You can even set the turbo trainer up by the side of your local running track and do a track run straight off the bike. Both of these sessions allow for consistent training conditions where you can practise holding good technique.

4 KEEP EATING

Fuelling sufficiently during your brick sessions is important if you are planning to complete a longer endurance-based set, plus it will allow you to practise effective race day fuelling. Sometimes nutrition consumed on the bike will have a different effect when you run off the bike due to the higher intensity, so bricks provide a great opportunity for practising what you plan to consume both on the bike and during the run phase to sustain energy levels.

5 AND REPEAT

Multiple brick sessions can be extremely effective training by forcing your body to shift blood from cycling muscles to running muscles and then back again many times over. For these, the bike and run sets are usually much shorter and of higher intensity. For example, 10 minutes of cycling with five minutes of running completed a total of five times. As well as being excellent aerobic and threshold training, these sessions are a sure-fire way to ensure you can run off the bike and are also a great way to practise for T2 transition.



Many people fear running off the bike but it's largely a mental thing. These sessions will help boost your physical ability to run well off the bike and they will also help you overcome those mental barriers.

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QUICK GUIDE

Embrace your threshold pain

It's time to step up the pace on the pedals if you want to make dramatic improvements

While a lot of bike fitness is base endurance to build power, strength and speed, you need to challenge your body and this is largely achieved by threshold work. Threshold is the maximum effort you're able to maintain while your body can still remove the lactate acid being used by the muscles, and involves working between 80 and 90 per cent of your maximum heart rate. Through the correct training it is possible to increase your ability to deal with the lactic acid for a longer period of time and also to push your anaerobic threshold higher. Essentially, this means you'll be able to work harder, for longer.

Words: Amy Kilpin Images: Adam Hollier

1 First you need to work out your threshold. This is achieved by conducting a heart rate lactate threshold test, by doing a 30 min time trial by yourself. You need to be working as hard as possible but be able to sustain the effort for 30 mins. At 10 mins into the test, click the lap button on your heart rate monitor. When finished, look to see what your average heart rate was for the last 20 mins. That number is an approximation of your lactate threshold heart rate (LTHR.)

2 You can work out your functional threshold power (FTP) by using a watt bike or power metre using the same 30 minute exercise. Your average power output in the last 20 mins is your

FTP. You can use these numbers during threshold training sessions by aiming to hold the same amount of watts for a period or multiple periods of time. You should see your average power output increase through threshold sessions as your body adjusts and builds strength and power, so make sure you re-test every few months to keep tabs on your progress.

3 A threshold session should contain about 25-45 mins of work around threshold intensity. When starting out, aim for 25 mins, broken up into blocks of 5-10 mins with relatively short (3-5 min) recovery periods. These can then move up towards 45 mins in 10, 15 or 20 min blocks. Ensure you build in a sufficient warm up of at least 20 mins before you start any threshold work and let your heart rate increase gradually towards your threshold over the warm up period. Cool down with 10 mins of low intensity spinning afterwards.

4 To extract the most from threshold sessions, you'll need to be relatively fresh to hit the right numbers. If you're tired and can't achieve the required heart rate or power output on a given day, give it a rest and try again when you're more recovered. It's not wise to complete these sessions in the lead up to a race or the week following a race as they are too fatiguing. Recovery is key for these sessions so on the days either side, make sure you are training at a lower intensity.

5 These sessions will feel uncomfortable but the more you practise, the more efficient your body will become at dealing with lactic acid and your threshold heart rate will increase. Your ability to hold these efforts will become less painful and more sustainable. Continue challenging your body by holding efforts for longer or increasing the target power/heart rate so you continue to reap performance gains..



You don't need a heart rate monitor or power meter to do these sessions effectively. They can be as simple as 'going hard' for a few minutes with some recovery in between, as a series of intervals, or to push yourself for 20 minutes in the middle of a ride. You will still see performance gains from this type of work.



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EXPLAINED

Does race weight matter?

You might be better off working on your power output than trying to diet to a magical number

There is so much controversy over weight and performance it's enough to make your head spin. The common theory of "less equals fast" gets bandied around a lot, and many athletes and age groupers feel under pressure to reduce weight in the name of performance gains. But will it really make a difference?

Really we should look at body composition, because muscle weighs more than fat. Top endurance athletes tend to waiver on the lower edge of the weight and body fat percentage scale but this often comes at a price, such as illness, injury or burnout.

For shorter distance racing being whippet-like can have an advantage, most prominently on the run phase.

TEAM TALK: STARTING OUT

Good, solid training will give you far greater performance gains than weight loss. Your body composition will naturally alter through a consistent training routine. Remember staying healthy is the primary objective!

However, if you look at short course cyclists and swimmers, they are powerhouses designed to hit unbelievable speed over shorter distances through strength and brawn. Longer distance athletes tends to have a stronger build to facilitate effort over a longer duration of time because with long distance comes injury risk, so you can't run around like a stick insect.

The problem with triathlon is that it is three sports over many different distances. Therefore any claim that being thinner or lighter will make you go faster is too categorical – it's a very individual thing. How many times have you been busting a gut cycling up a hill to see someone more portly overtake you at cruising pace? You only need to stand at the sidelines of a triathlon and watch all the different shapes and sizes to see there isn't a direct correlation between thinner and faster.

While reducing your weight may help your run, it could be to the detriment of your swim and bike. For swimming you need muscle to be strong and fast, plus a little fat to help with buoyancy. For cycling, it's all about power and endurance which can have very little to do with weight. Increasing your power output on the bike by just 20 watts will give you more speed than if you lost half a stone in weight.

For elite athletes, it's a different story. We talk about "marginal gains", and weight is the very last thing to look at after they have done everything else. But for age groupers, losing weight will make less difference. Balance is key. You wouldn't want to miss out on cake after a Sunday ride after all, it will have been well earned.

MAKE IT WORK THREE WAYS TO GO FAST WITHOUT BEING THIN

1 Ensure you are fuelling with good quality macronutrients (carbs, proteins, fats) plus vitamins and minerals to help your body recover sufficiently. A calorie deficit will affect your performance far more than a few pounds of extra weight will.

2 If you decide to work on reducing body fat percentage and refining your body composition, it is best executed off season when it won't affect race performance. It needs to be done sustainably and slowly. Any drastic changes will wreak havoc on your body.

3 Muscle is really important for strength and power in triathlon. Incorporating good strength, conditioning and core programmes into your training will help build power and reduce injury risk, which will lend itself to a more consistent performance.



TRAINING PLAN

Go long but do it the right way

Boost fitness and confidence for your Ironman with coach **Phil Mosley's** six week plan

Welcome to one of the most important training plans we'll ever publish. If ever there was an event where you needed a plan, Ironman is it. It's a punishing triathlon that involves a 3.8km swim, 180km bike and 42.2km run. With distances like these you can hardly afford to invent your workouts as you go along.

Perhaps the most crucial phase of training for an Iron distance triathlon is the last six weeks. This is when it's easy to come unstuck. It's a time

when you'll naturally worry about your fitness and make rash training choices. In the last six weeks you are more likely to do too much training rather than not enough and it's all too common to pick up a virus or injury with three weeks to go.

This plan will guide you all the way up to race day. There are some big workouts, to boost your confidence and teach you about realistic pacing. There are plenty of recovery periods to allow your body to adapt and heal after the tough long stuff. This sensible balance of work and rest

? IS THIS PLAN FOR YOU?

Goal
To boost fitness and confidence for an Ironman

Time scale
Six weeks

Start point
To follow this plan you will need to be able to swim for 60 minutes, cycle four hours and run two and a half hours

Level
Advanced

will help you avoid illnesses and niggling injuries.

Do as many of the sessions as you can, but listen to your body and miss bits out if you're excessively tired. You can move sessions around to different days as long as they're within the same week. Try to space them sensibly so you don't do the hardest workouts on consecutive days. Avoid trying to catch up on missed sessions by bunching several within a day or two as this will upset your training balance and make you more prone to illness and injury.

Check out the key and the training zones below to get the details right, but it's not worth getting too obsessive about tiny differences in training zones as they're only a guide. The important thing is that you do the training.

There are also detailed solo swim sessions. However, you may be better off doing coached group sessions so that you get some feedback on your stroke. I've also included open water swim sessions and the more you can practise the better. Swimming in a river, lake or ocean feels totally different from your local pool.

6 WEEK PLAN TRAINING ZONES GUIDE

	DESCRIPTION	HEART RATE (%MAX)	RPE 1-10	ACCUMULATED	INTENSITY
Z1	Recovery	55-70	<2	1-6hrs	Easy
Z2	Endurance	70-75	2-3	1-3hrs	Steady
Z3	Tempo	75-80	3-4	50-90mins	Comfortable
Z4	Threshold	80-88	4-6	10-60mins	Uncomfortable
Z5	Vo ₂ max	89-100	>7	12-30mins	Hard to very hard

KEY

FC Frontcrawl, **PULL** Frontcrawl with a pull-buoy float between thighs, **KICK** Kick with a float held out in front, **SECS** seconds, **BACK** Backstroke, **BREAST** Breaststroke, **FISTS FC** with clenched fists, **BUILD** each rep slightly faster than previous, **Z1** Zone 1, **Z2** Zone 2, **Z3** Zone 3, **Z4** Zone 4, **Z5** Zone 5



	DAY		ESSENTIAL WORKOUT		OPTIONAL WORKOUT
WEEK 1	Mon	Bike to Run	WU 15mins in Z2 MAIN 4x9mins upper Z3 +60secs rests WD 10mins in Z2 INTO Run 15mins in Z2		RECOVERY
	Tue	Swim	WU 600FC easy MAIN 400FC at 7/10 +30secs rest, 400PULL at 7/10 +30secs rest, 300PULL at 8/10 +30secs rest, 3x100FC at 9/10 +30secs rests, 2x200PULL at 7/10 + 15secs rests, 400FC at 8/10 WD 600 easy	Pilates	Pilates class or home DVD
	Wed	Run	WD 20mins in Z2 MAIN 2x15mins at approx 1hr race pace Z3/ Z4) +3mins walk/jog rest WD 15mins in Z1/Z2		RECOVERY
	Thur	Open Water Swim	WU 400m FC easy, 400 as (50FISTS/50FC easy) MAIN 5x400 at 1500m race pace, with 60secs rests WD 800m easy swim		RECOVERY
	Fri		RECOVERY	Yoga	Optional yoga class or home DVD
	Sat	Bike To Run	Ride 4hrs 30mins in Z2, straight into run 15mins in Z2		RECOVERY
	Sun	Run	2hrs 30mins Z2 on soft ground. Repeat a 5km lap, to pick up drinks & nutrition.		RECOVERY
WEEK 2	Mon		RECOVERY		RECOVERY
	Tue	Swim	WU All easy: 300FC, 100KICK, 200PULL, 100KICK, 200FC MAIN 4x(200PULL at 6/10 +15secs rest, 4x50FC at 9/10 +30secs rest) WD 400 easy FC/BACK	Pilates	Pilates class or home DVD
	Wed	Bike to Run	WU Cycle 15mins in Z2 MAIN 3x12mins in upper Z3 +3mins recovery in Z1 WD 10mins in Z2 INTO RUN 15mins in Z2		RECOVERY
	Thur	Open Water Swim	WU 100FC, 100BACK, 100FC, 100BREAST MAIN 4x800m at Ironman race pace +60secs rests WD 100BACK, 100BREAST		RECOVERY
	Fri	Run	WU 20mins in Z2 MAIN 3x9mins at approx 1-hour race pace (low Zone 4) +3mins walk/jog rests WD 20mins in Z1/Z2	Yoga	Optional yoga class or home DVD
	Sat	Bike To Run	Ride 4hrs in Z2, straight into run 45mins in Z2. Consume fluids and carbs as if race day		RECOVERY
	Sun	Bike	2hrs 30mins Z2 on soft ground. Repeat a 5km lap, to pick up drinks & nutrition.		RECOVERY
WEEK 3	Mon		RECOVERY		RECOVERY
	Tue	Swim	WU 2x(50FC, 50PULL, 50BACK, 50KICK, 50BREAST, 50PULL) MAIN 20x50 at 1500 race pace + 10secs rests, +30secs rest after 10 reps WD 200FC easy, 100KICK easy, 100FC easy	Pilates	Pilates class or home DVD
	Wed	Bike	WU 10mins in Z2 MAIN 3x3mins in Z4, 5min recoveries in Z2 WD 5mins in Z2		RECOVERY
	Thur	Open Water Swim	WU 200 FC, 100BACK, 100FC MAIN 2x400 at IM pace +30secs rests WD 400 easy FC, sighting every 10 strokes		RECOVERY
	Fri		RECOVERY	Yoga	Optional yoga class or home DVD
	Sat	Run	45 mins steady run in Z2		RECOVERY
	Sun	Bike	90 mins steady ride in Z2		RECOVERY



	DAY		ESSENTIAL WORKOUT		OPTIONAL WORKOUT
WEEK 4	Mon	Swim	WU 20mins in Z2 MAIN 20mins at 10 mile race pace (low Z4) WD 20mins in Z1/Z2		RECOVERY
	Tue	Swim	WU 2x(100FC, 50FISTS, 100PULL, 50FISTS), 8x50FC BUILD + 15secs rest MAIN 4X 400FC/PULL at 7/10 + 15secs rest, 100FC at 9/10 + 45secs rest WD 400 any	Pilates	Pilates class or home DVD
	Wed	Bike	WU 15-20mins in Z2 MAIN 20, 15, 10 mins all in upper Z3 + 2mins rests WD 10-20mins in Z2		RECOVERY
	Thur	Run	WU 200FC easy, 200 as (50FISTS/50FC easy) MAIN 8x400 at IM pace, 15secs rests only WD 400m easy swim		RECOVERY
	Fri		RECOVERY	Yoga	Yoga class or home DVD
	Sat	Bike To Run	Ride 3 hours at IM pace (upper Z2) into Run 90mins at IM pace (or Z2). Practise race day nutrition		RECOVERY
	Sun		RECOVERY		RECOVERY
WEEK 5	Mon		RECOVERY		RECOVERY
	Tue	Bike (indoors)	WU 15mins in Z2 MAIN 20mins in Z3, 3mins rest, 15mins in Z4, 3mins rest, 10mins in Z4 WD 5mins in Zone 2	Pilates	Pilates class or home DVD
	Wed	Swim	WU 2x200 as (50FC, 50BACK, 50FC, 50BREAST) + 15secs rest MAIN 400FC at 7/10 + 30secs rest, 300PULL at 7/10 + 30secs rest, 200BACK/BREAST at 7/10 + 30secs rest, 100KICK at 8/10 WD 300 as (25KICK, 50FC)		RECOVERY
	Thur	Bike	WARM UP 20mins in Z2 MAIN SET 2x12mins in upper Z3 + 3mins recovery in Z2 WARM DOWN 10mins in Z2		RECOVERY
	Fri	Run	WU 20mins in Z2 MAIN 3x5mins in low Z4 with 60secs jog rests WD 10mins in Z2	Yoga	Optional Yoga class or home DVD
	Sat	Bike	Ride 3 hours at target IM pace (upper Z2). Practise race day nutrition		RECOVERY
	Sun	Run	Steady run in Z2 (approx Ironman intensity)		RECOVERY
WEEK 6	Mon		RECOVERY	Pilates	Pilates class or home DVD
	Tue	Bike	WU 20 mins in Z2 MAIN 15 mins in upper Z3 WD 15 mins in Z2		RECOVERY
	Wed	Run	Easy/steady run at approx Ironman race pace		RECOVERY
	Thur	Swim	WU 10mins easy FC MAIN 2x5mins at IM pace, practising race starts + 60secs rest WD 10mins easy FC		RECOVERY
	Fri	Bike	1 hr Z2 ride to test your bike is ok		RECOVERY
	Sat		RECOVERY		RECOVERY
	Sun	Race day	Iron-Distance Triathlon		RECOVERY

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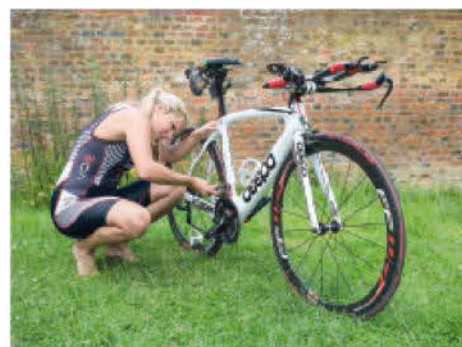
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FUNDAMENTALS

DIY bike maintenance

Roll up your sleeves and get ready to grease up

1

CHECK YOUR TYRES

Check tyres regularly for any nicks or disturbances as these are a major limiting factor during training and racing when they are damaged. Always ensure your tyres are pumped up to the recommended pressure to avoid punctures or lesions. Anything around 100psm is recommended for road cycling. Also check your spares kit for unmarred inner tubes and spare gas canisters in case you do get a puncture. Routine maintenance and monitoring is worth the time to avoid problems in the future.

2

LUBE YOUR CHAIN

It's important to keep your chain clean from dirt and grease as it will help keep the pedals and gear changes running

smoothly. Make your chain last longer by using a chain lube before riding out and wipe off the excess as this collects grit and dirt. Applying a simple degreaser after your ride will also rid the chain of dirt and road grit, keeping it clean and smooth running. Check for any wear or stretch on the chain – it will probably need replacing twice a year if you cycle frequently.

3

EXAMINE BRAKE PADS

Riding with worn brakes is not only dangerous as you can't stop as quickly, but it can also damage your rims. If your brake pads are smooth, chances are they are worn and need replacing. Different brakes replace differently, but the easiest involve a cartridge that, once a pin is removed, allows you to slide the old brake pad out

**MAKE IT WORK FOR YOU**

Make friends with your local bike shop. Not only will they be a great source of knowledge, they can help you get to know your bike better and fix more difficult issues when they arise.

4

MONITOR CABLE TENSION

and a new one in. It's worth familiarising yourself with your brake system so you can change these easily.

The most common gear shifting problem occurs when gear cables stretch over time, causing the chain to get stuck in between gears and make a clicking sound. Most bikes have "barrel adjusters" that can easily add tension to the cable. Sometimes they're located where the cable connects to the derailleur and other times they're located on the shifter. With the back wheel off the ground, spin the pedals and look for a noisy gear. Do quarter-turns of the barrel adjuster until the chain seems to shift smoothly and is less noisy. If your bike doesn't have barrel adjusters, shift to the smallest gear so the cable has no tension in it, and then loosen the bolt holding the cable and pull some cable through. In the smallest gear, the cable should have no tension on it but not hang loose.



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